MICROFILM

START OF ROLL

ROLL NO.

123

Construction Contracts

Begins # 6576 folder #5

#6576 folder #5 continues from reel 122

I-5-6(41) East Marquam Interch. Unit, 1965
301 East Bank Fwy. Sec., Pacific
#6576 Hwy. in Portland Folder # 5

LIST OF PERSONAL PROPERTY TO BE MOVED

Instructions: List all major items of personal property and your best estimate of the weight of each. Minor items may be grouped under "other" and a weight estimated for the total. Business concerns should ignore household room breakdown.

Item	Number Pallets or Units	Total Weight
DESCRIPTION		
Display & Adv'g Mtrls		
For Hofman Accounts:		
Diamond Match Co	4	
Collier Marsch	4	
Swift & Company	8	
Scott Paper Co.	8	
Johnson Lieber Co	5	
Jeffrey & Berry	25	
MISC ITEMS		
Salvage Material	5	
Empty Totes	15	
Nabisco Co. Stock	15	
Lumber (skids)	5	
Olin Math.Chemical Co. (Aluminum ingots)pallets/ 33		
Glass (skids)	2	
Trash Bins	5	
Trash Barrels	5	
Platform Scales	1	
Hand trucks , large	2	
Hand Trucks, small	5	
Steel bridges,trk & rail	15	

	Item	Number Pallets or Units	Total Weigh
	Description		
	Car steels, large	3	
Bedrooms	Two Lift Trucks	2	
	Desks	3	
	Office furniture	12 pcs	
	Misc tools	20 pcs	
	Tool sheds	2	
Storeroom	Flat trucks	1	
	Glass truck	1	
	Dollies, Come alongs and other misc.	10 pcs	
	Hydraulic pallet jacks	3	
	Gerber Company Displays	6 pallets	
	G V Cerri displays	2 "	
	Note/all above about average storage; in addition there could be another one to three car loads of goods on floor for varying periods of time...		
Other	Estimate of costs:		
	Move out labor /14 hours@$5.50		$77.00
	Move in labor /14 hours@$5.50		$77.00
	In & out Lift Trk 20hrs @$3.25		$65.00
	One truck and driver(1 day)est		$30.00
	Cost Total Estimated		$249.00

HIGHWAY USE ONLY (Relocation Officer)

Approximate total units to be moved.....(200)

Check this form for completness and accuracy and submit to Salem for processing and payment.

Don V. Criss
H.T.Co.

Relocation Officer _____

Date Received 2/4/66

FORM E-123X SON 4-62

RECEIVED
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID O. SIMPSON, MEMBER
PORTLAND
MAY 23 1966

I-5-6(41)301

6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 18, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Moving of Occupants of PTC Building
E. Marquam Interchange Section
Pacific Highway - Multnomah County
Project No. I-5-6(14)301
R/W File 28365

NOTED
F.B. KLABOE

Dear Sir:

Please refer to my letter of May 11, 1966 regarding the moving of occupants of buildings on this section.

Attached you will find two copies of a letter from the Portland Traction Company dated May 9, 1966 containing an estimate of $572.66 for the moving of the occupants of the Portland Traction Company building. As you know, the existing office building is located on the northwest corner of Market and Water Streets and the new location will be on Portland Traction Company property approximately 350 feet south of this location.

We now submit this estimate to you for your approval and authorization to proceed with this work in accordance with PPM 30-3 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachments

cc: Tom Edwards (w/copy of Adams' letter)
F. B. Klaboe " " "
D. H. Moehring " " "
I. D. Merchant " " "
A. E. Johnson
Robert Shotwell " " "
J. J. Smith

RECEIVED
MAY 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

(8)

P. A. ADAMS
Superintendent

PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

1635 S. E. WATER AVENUE • PORTLAND, OREGON • PHONE 235-8651

May 9, 1966

Mr. A. E. Johnson
Metropolitan Division Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

Subject: East Bank Freeway

Dear Mr. Johnson:

Following is our estimate of cost of moving furniture, equipment, material and records from our present building to new locations due to changes made necessary by construction of Marquam Bridge approaches.

Move Shop - 1 day	$ 96.00
Move Office - 2½ days	240.00
	$336.00
Plus 36%	120.96
	$456.96
Plus 10%	45.70
	$502.66
Truck - $7.50 per day - 4 days	30.00
Rent on dollies	40.00
	$572.66

Very truly yours,

P. A. Adams,
Superintendent

PAA mm

METROPOLITAN ENGINEER
RECEIVED
MAY 11 1966
AME AME MDE MDE MTE

STATE COPY

Form B-316—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
APR 21 1966 G 1-P
Fed. Div. Engineer
U.S. Bureau of Public Roads

Project Name East Marquam Interchange Unit 1 Date April 28, 1966

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Bros. Contractors, Inc. F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert Ave., Portland, Oregon 97217 Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Haul pile cutoffs to State Maintenance Yard.

Location by station numbers: From job site to Sunset Maintenance Yard.

Estimate of quantities and cost:

Equipment	$ 660.00
Labor	375.00
Total	$1,035.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work necessary to remove unused State cutoffs from the job site. Permission received from BPR to proceed with work. Work commenced on April 27, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,121,177.06
Present estimate of project cost, including $1,035.00 for work under this order	$4,024,607.58
Expected under-run amount	$ 96,569.48
Expected under-run per cent	2.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. S. Shotwell, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Asst. Construction Engineer as Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Highway 5-23-66

RECEIVED
APR 15 1966
I-5-6(41)301
6576

April 15, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10, covering realigning expansion devices at Bent Y-1 of the Morrison Interchange "Y" Structure on the East Marquam Interchange Unit of the Pacific Highway in Multnomah County, Contract No. 6576 in connection with Federal-Aid Project No. I-5-6(41)301.

This order is to cover realigning the expansion joint. The rockers have tilted at Bent No. Y-1, Morrison Interchange, due to fill placement around the "Y" Line.

The Assistant Division Engineer's letters, picture, sketch of rocker assembly, area sketch and elevation sketch are attached.

This order was discussed with BPR Bridge Engineer and Area Engineer March 5, 1966. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

KMR:ak

RECEIVED
APR 6 - 1966

FORM E-30X—50M—1-48 SP*19102-734

FOR FILING

I-5-6(41) 301
6576

NOTED
R.L PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 31, 1966

To: MEMO TO THE FILE

SUBJECT: East Marquam Interchange
Contract: 6576

On Tuesday, March 29, an inspection of the subject project was made by the writer accompanied by Messrs. A. V. Benedict, E. L. Hardt and Robert Shotwell, Resident Engineer.

It was noted that all steel beams have been placed on the north side of the exclusion area. In the northbound lanes the concrete deck has been poured from the north end of the project to a point where it crosses the Hawthorne Bridge. In the southbound lanes the same is true except that the one span over the Hawthorne Bridge will be poured this week. South of the exclusion area there have been no steel beams placed, and crews are working on cross beams at the piers to complete these. Mr. Shotwell indicated that delivery of steel beams is progressing, although somewhat slowly. He also indicated that he has information that Fought Steel Company will attempt to claim the delay in obtaining the exclusion area as a reason for his delays in fabricating steel beams. The delivery of steel beams is approximately two months behind schedule, and the failure to deliver steel beams caused the prime contractor to shut down certain operations the early part of this year. Mr. Shotwell indicated that steel beams would be delivered for the one span over the Portland General Electric buildings next week and it is expected that additional deliveries will be made each week thereafter.

At the present time, the contractor's schedule of operations anticipates forming and pouring one span per week. There remain five spans north of the exclusion area, considering each deck a separate span. It is anticipated, therefore, that the deck north of the exclusion area will be completed about the end of April.

NOTED
FORREST COOPER

South of the exclusion area, as mentioned above, delivery of steel beams will progress weekly, and it is anticipated that the contractor will also be able to form and pour one span of deck per week, completing this portion about the first or middle of August.

Mr. Shotwell stated that assuming the exclusion area would be available the first of June, it could be anticipated that this area would be ready for placing steel beams the middle of July, and that the deck would be completed in about five or six weeks, or about the end of August.

On the above basis, it could be anticipated, under ideal conditions, that the deck and hand rail should be completed about the end of September and that the bridge could be opened to traffic about the middle or latter part of October. This schedule anticipated full production by the contractor, and any delays encountered would affect the ultimate opening of the bridge.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc R. L. Porter
Tom Edwards
F. B. Klaboe
F. D. Morgan
Ivan D. Merchant
Robert Shotwell

RECEIVED
APR 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 3 1966

FOR FILING

I-5-6(41)301

6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 28, 1966

To: MEMO TO THE FILES

SUBJECT: East Marquam Interchange
Contract: 6576

On February 25, 1966, a meeting was held in Portland Traction Company offices to discuss starting of work on the east end of the Pioneer Building by Lord Bros.

Attending the meeting were:

Phil Adams	-	Superintendent, Portland Traction Co.
John Meeker	-	Roadmaster, Portland Traction Co.
A. E. Johnson	-	State Highway Department
E. L. Hardt	-	State Highway Department
Robert Shotwell	-	State Highway Department

At the later stages of the meeting, Jack Thomas, Engineer Inspector for the Southern Pacific Company was in attendance.

The following points were made at this meeting:

1) Mr. Robert Shotwell reported that he anticipates a six-weeks interval during which time the track service to the south side of the Pioneer Building will be disrupted due to the construction of the adjacent footing and column. Portland Traction Company's people indicated that in spite of this time interval, no temporary track adjustment, in order to maintain their service to the south side of the building, would be necessary.

2) No temporary toilet facilities will be necessary to replace those now in the east end of the Pioneer Building.

3) State will have Lord Bros. build a temporary wooden wall sealing off the severed end of the building to protect it from pilferage. Mr. Shotwell will work with Mr. Tracey, Manager of the Pioneer Carloading Co., so that the work by Lord Bros. on the building will inconvenience the Pioneer people the least amount possible.

NOTED
JOM EDWARDS

Approved _____

_____
ASST. STATE HWY. ENGR.

4) There is nothing to prevent Lord Bros. from starting to work on the Pioneer Building Monday, February 28, and Mr. Shotwell indicated that they intended to do so. Mr. Adams mentioned the last paragraph in Mr. Litchfield's transmittal letter of the Permit of Entry, which ask for confirmation of February 24, 1966 as the effective date of the Permit. Mr. Adams did so confirm this date to Mr. Johnson and was told that no letter to this effect would be necessary.

The matter of cooperation between the State's building contractor and the Railroad's track contractor was discussed. Mr. Adams indicated that if it appeared that the start of construction of the new P & A building was going to be delayed by the failure of the track contractor to remove the tracks at the building site at the proper time, the Traction Company would have no objection to having the tracks removed by the building contractor, or with their own forces. If this is done, a credit would have to be received from the track contractor for work not done. Mr. Meeker said the cost of this work would be under $500.

A discussion followed relative to verification of railroad engineering charges by Mr. Shotwell. At the present time, Jack Thomas and Southern Pacific Company's survey party are working on the site and are not notifying Mr. Shotwell of their activities, yet Mr. Thomas expects him to verify the Railroad's charges for their work. It was made clear to the Railroad's people that we were not doubting their honesty or integrity, but that we had to have first hand knowledge that the charges made on their bills were accurate before the bills could be approved.

It was agreed that Mr. Meeker would act as Coordinator, and would be advised by Mr. Thomas each day as to where he and the survey crew would be working. Mr. Shotwell will assign one of his people to check with Mr. Meeker daily in order to verify the work of Mr. Thomas and his crew.

The point was raised as to responsibilities of the various parties to the State's contractor for the building work. The Railroad people agreed that Mr. Shotwell would be the only one to deal directly with the contractor, and their dealings with said contractor would be carried on through Mr. Shotwell.

A. E. Johnson
Metropolitan Engineer

By:

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

RECEIVED
MAR 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

ELH:dm

cc: Mr. F. B. Klaboe
Mr. Ivan D. Merchant
Mr. T. W. Litchfield
Mr. Tom Edwards
Mr. Robert Shotwell/with Permit

RECEIVED
FEB 25 1966
FOR FILING

I-5-1(41)301
6-16

February 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8, covering the remodeling of the Pioneer Building and the removal of two (2) gasoline storage tanks on the East Marquam Interchange Unit 1 Section of the Pacific Highway in Multnomah County, Contract No. 6576 in connection with Federal-Aid Project No. I-5-6(41)301.

This work is necessary to clear area so that the excavation required for bent D-16 can be done. The work on the Pioneer Building will be in accordance with Architect Mark's plans.

Price Agreement No. 11 establishes conditions under which the contractor will be allowed access to the site of bents C-16 and D-16 and was transmitted to you by Mr. Young's letter dated February 17, 1966. The Price Agreement was approved by the B.P.R. December 16, 1965.

Copies of Permit of Entry by the Portland Traction Company are attached.

This work was tentatively recommended for approval by the B.P.R. Engineering Coordinator December 16, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:ak

FORM E-128X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. STRIBLEY, MEMBER
VASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
FEB 25 1966
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 24, 1966

I-5-6(41)301
6576

NOTED
F. B. KLABOE

Portland Traction Company
1635 S. E. Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. P. A. Adams

Re: Permit of Entry
Lord Bros. Contractors, Inc.
E. Marquam Interchange Section
Pacific Highway - Multnomah County

Gentlemen:

Attached is a fully executed original of the Permit of Entry for Lord Bros. to enter upon your property for the purpose of removing that portion of the easterly end of the Pioneer Building which interferes with the footings and column locations for this project. We are taking the liberty of furnishing you the original inasmuch as the duplicate which you requested was torn slightly at the time of signing.

We understand as a result of a telephone conversation between you and the undersigned that the effective date is February 24, 1966. We would appreciate your immediate confirmation of this date.

Very truly yours,

F. D. Morgan
Construction Engineer

By

Phil G. Preston

PGP:bjm
Attachment

(for) T. W. Litchfield
Utilities Liaison Engineer

cc: F. B. Klaboe
I. D. Merchant
A. E. Johnson

PORTLAND TRACTION COMPANY

Portland, Oregon

February 18, 1966

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. T. W. Litchfield
Utilities & Liasson Engineer

Dear Sir:

This refers to your request that we permit your contractor, Lord Brothers Contractors, Inc., 9233 N. Calvert Avenue, Portland, Oregon, to enter upon Portland Traction Company property at this time for the purpose of removing that portion of the easterly end of the Pioneer Building which interferes with footing and column locations for the East Marquam Bridge approach, and thereafter restoring the same.

Subject to each and every provision contained in the agreements between the Oregon State Highway Commission and Portland Traction Company relating to construction of the East Marquam Bridge approaches, and relocation and rearrangement of Portland Traction Company facilities in connection therewith, such permission is hereby granted, on the express condition that such work shall be performed in accordance with architectural drawings previously prepared by Raymond O. Marks, A.I.A.

The permission hereby granted is limited to that expressly set forth herein, and shall become effective upon your acknowledgment and acceptance of the terms hereof by completing and returning the enclosed signed duplicate of this letter.

PORTLAND TRACTION COMPANY

By _____
President

Acknowledged and accepted this 24 day of Feb 1966,

STATE OF OREGON

By _____
State Highway Engineer

STATE COPY

Form B-300—GM

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement to additional [illegible]
MAR 5 1966
Date
Division Engineer
U.S. Bureau of Public Roads

Project Name East Marquam Interchange Unit 1 Date February 16, 1966

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Bros. Contractors, Inc. F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert Ave., Portland, Oregon 97217 Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Realign expansion devices on Bt. Y 1 of the Morrison "Y" Structure.

1. Equipment rental rates shall be in accordance with State-AGC Agreement.
2. Percentages allowable to contractor in accordance with executed contract for this project.

Location by station numbers:

Bent Y 1 "Y" 3+78.01

Estimate of quantities and cost:

Labor	$ 1,300.00
Material	100.00
Total	$ 1,400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This work was necessitated by subsidence of the area under the "Y" line fill. The subsidence has caused horizontal movement of the bridge span which has misaligned rocker assemblies. This work was not called for in contract plans and has not yet been performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,121,177.06
Present estimate of project cost, including $ 1,400.00 for work under this order	$3,996,689.58
Expected under-run ~~overrun~~ amount	$ 124,487.48
Expected under-run ~~overrun~~ per cent	3.0%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. E. Shotwell
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer
~~Materials and Research Engineer~~
Office Engineer

State Printing

RECEIVED
FEB 23 1966
FOR FILING

I 5 6 (41) 301

6576

REFERRED TO
admin
BY SECRETARY

COUNTY COMMISSIONERS
DAVID ECCLES
M. JAMES GLEASON
MEL GORDON

MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS

(503) 227-8411 ■ ROOM 605, COUNTY COURT HOUSE ■ PORTLAND, OREGON ■ 97204

February 15, 1966

copies
REFERRED TO
Morgan - Turnbull - W. Yee
BY ASST. STATE HWY. ENGR.
Johnson 2-21-66

Mr. P. C. Northrop
Roadmaster
2115 S. E. Morrison Street
Portland, Oregon

Oregon State Highway Department
Salem, Oregon 97310

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held February 15, 1966, the following action was taken:

Recommendation Roadmaster that request of Oregon State Highway Department that the Hawthorne Bridge be closed Sunday, Feb. 20, 1966, from 7 A M to 5 P M, and Wednesday, Feb. 23, 1966, from 12:01 A M to 5 A M, in order to erect girders for Freeway approach to the Marquam Bridge over the East approach of the Hawthorne Bridge, be granted

ORDERED that said recommendation be adopted as the order of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Klecker
Clerk of Board

je
cc - Auditor

NOTED
F. B. KLABOE

RECEIVED
FEB 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1966
SP*23401-734

I-5-6(41)301
6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1966

RAILROAD COMPANIES
FILE No. 631

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

SUBJECT: File No. R/W 29603
Agreement- Portland Tractinn Company
(Southern Pacific Company)
East Marquam Interchange Section
Pacific Highway (I-5)
Multnomah County

Attached please find fully executed duplicate original of an agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L Sollis

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: R. L. Porter (1)
F.B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E.S. Hunter (1)
L. W. Rulien (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1)
Ted Litchfield (1)

Barbara
To note & file
JL

NOTED
FLOYD QUERY

RECEIVED
MAR 9 - 1966

STATE COPY

APPROVED
Contingent upon modification of
project
Date 1966
Division Engineer
U.S. Bureau of Public Roads

Form 2-300—6M

FOR FILING
I-5-6(41)301
65-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name East Marquam Interchange Unit 1 Date February 14, 1966

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Bros. Contractors, Inc. F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert Ave., Portland, Oregon Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Fabricate & Install Fire Protective Standpipes

1. Equipment rental rates shall be in accordance with State-AGC Agreement.
2. Percentages allowable to contractor in accordance with executed contract for this project.

Location by station numbers:

South Column Bent C & D 21
North Column Bent A15,-B15,-C1,-D1

Estimate of quantities and cost:

Materials	$2,500.00
Labor	1,300.00
Equipment	1,200.00
Total	$5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

To be installed at the request of the Portland Fire Department. See letter of October 22, 1965 by A. E. Johnson. No work has been performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,121,177.06
Present estimate of project cost, including $5,000.00 for work under this order	$3,995,289.58
Expected under-run amount	$ 125,887.48
Expected under-run per cent	3.1%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. E. Shotwell, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or Asst. Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer or Assistant State Highway Engineer or Office Engineer.

State Printing

11 1111.1 2-9-67

Form B-300—524

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are [illegible]
Date [illegible] by [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name East Marquam Interchange Unit 1 Date February 11, 1966

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Bros. Contractors, Inc F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert Ave., Portland, Oregon 97217 Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Erection of 3 Bridge supported Sign Structures and one single sign support structure.

1. Equipment rental rates shall be in accordance with State-AGC Agreement.
2. Percentages allowable to contractor in accordance with executed contract for this project.

Location by station numbers:

ES 31+60
L 426+34.91 (Morrison Y Structure)
SE 12+90
L 422+68

Estimate of quantities and cost:

Equipment	$ 1,269.56
Labor	1,921.30
Total	$ 3,190.86

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The building of these new sign structures is detailed in a letter of August 2, 1965 by L. E. George. The fabrication cost and effect on other items involved are detailed on P.A. #10. No work has been performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 4,121,177.0	
Present estimate of project cost, including $ 3,190.86 for work under this order	$ 3,988,099.58	
Expected under-run amount	$ 133,077.48	
Expected under-run per cent	3.2%	

Submitted by: /s/ R. Shotwell
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Asst. Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Asst. Division Engineer

Approved /s/ L. H. Young
Office Engineer.

State Printing

FORM H-20 8OM 8-65 SP*6470-72

Routing
Pease
Moreleck
Trout
Scott
Wills
Litchfield
Olsen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED FEB 9 1966 CONSTRUCTION DIVISION

Portland, Oregon 97213
February 8, 1966

SUBJECT: East Marquam Interchange Section
Pacific Highway
Contract: 6577

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

On February 2, 1966, I received a letter from Mr. A. W. Kilborn of the Southern Pacific Railroad Company transmitting track descriptions and maps for City franchises with instructions to proceed with application to the City of Portland for franchise. This was the subject of my telephone call to you on the same date. In accordance with your instructions, I turned the material over to Jack Hesla to contact the City. This he did the following day and came back with the information that he was stymied and needed legal help.

Attached is a copy of Hesla's Memo to the Files covering his contact with the City. Also attached is a copy of Mr. Kilborn's letter and attachments and also copies of two letters which prompted Kilborn's letter. This material is forwarded for your further handling, as I believe it requires a higher level approach than we are able to apply.

Southern Pacific officials have said verbally that our agreement requires us to obtain the franchises for them. As I read the copy we have, this is not mandatory. The railroads have a "hot potato" they would like someone to pull out of the fire for them.

A. E. Johnson
Metropolitan Engineer

By A V Benedict

A. V. Benedict
Assistant Metropolitan Engineer

REFERRED TO
Olsen
Asst. Const. Engr.

AVB:sh
Enclosures
cc Mr. Robert Shotwell
Mr. Jack Hesla

FORM B-30 BOM 8-61 BP-6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 8, 1966

To: MEMO TO THE FILES

SUBJECT: Franchises for Portland Traction Company Facilities within City Streets
East Marquam Interchange Project

Mr. A. V. Benedict referred a letter of February 1, 1966 from A. W. Kilborn, Superintendent of Southern Pacific Railroad, to me. This letter requested the Oregon State Highway Department proceed with an application to the City of Portland for a franchise to cover revisions to Portland Traction Company facilities caused by construction of the East Marquam Interchange Project.

On February 3, 1966, I contacted William Lind, Permit Director for the City of Portland, and inquired into the proper proceedings to apply for these franchises. Mr. Lind accompanied me to the office of Miss Marian Rushing, Assistant City Attorney.

Miss Rushing advised the Portland Traction Company Interurban franchise had expired in approximately 1936, and they had never renewed this franchise. Because of circumstances which could have adversely affected the City's good will image, the matter was never brought to a head and the Traction Company has continued to operate without a franchise.

Miss Rushing stated the Oregon State Highway Department should not apply for a franchise for Portland Traction Company facilities to be located on City streets. She so stated because of responsibilities assumed by the applicant and possible costs involved. She recommended the following steps be taken:

1. The Railroad should write a letter to Commissioner Grayson requesting a franchise for their operations

METROPOLITAN ENGINEER
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FEB - 8 1966
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on City owned right of way. Six (6) maps showing their full operations within the City and all street crossings should be submitted.

2. All lines used for common user purposes should be noted. Letter should state which railroads are involved and whether or not there is an agreement to a division of costs for maintenance, et cetera.

3. The Railroad should ask for a revokable permit, pending passing of a franchise, for a period of one or two years, as they see fit. Two years is the maximum.

4. Southern Pacific Railroad should be advised their franchise should be amended if there are any changes in the system covered by their existing franchise.

5. First-mentioned franchise should be in Portland Traction Company's name.

Attached is a copy of a portion of the City Charter of Portland relating to franchises for utilities within the City of Portland and noting procedures to be followed in the issuance of these franchises.

Jack Hesla

Jack Hesla
Field Utilities Liaison Engineer

JH:sh

Enclosure

B-2660

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
DUNSMUIR, CALIF. 96025

February 1, 1966

IN REPLY PLEASE REFER TO

PT 322
O-PD-62-9

Mr. A. V. Benedict
Asst. Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Sir:

Referring to your letter of January 14 regarding revisions to Portland Traction Co. facilities due to the construction of the East Marquam Bridge, East Portland:

In compliance with your letter, attached description of tracks located in:

S. E. Clay Street - S. E. Water Avenue -
S. E. Lincoln St. - S. E. Third Avenue -
S. E. Grant St. - S. E. Union Avenue

Also, location of tracks across Bull Run Pipe Line property. We are attaching copy of Oregon Drawing No. F-997 to be covered by franchise in S. E. Portland Streets and copy of Oregon Division Drawing No. A-2979 for franchise across the Bull Run Pipe Line property which must be covered by separate agreement.

Please proceed with an application to the City of Portland for franchise to cover.

Yours truly,

A W Kilborn

Encls.

Jack: Ted directed me to refer this to you. CWB

REFERRED TO
Jack Healy
Date: 2-2-66 By: CWB
Re: Start action for franchises.
Due Date: Prontó
Sent 2-2-66 - CWB

METROPOLITAN ENGINEER
RECEIVED
FEB - 2 1966
ME AME AME MCE MDE MTE

January 14, 1966

Mr. E. A. Kendrew
Assistant Engineer
SOUTHERN PACIFIC RAILROAD CO.
Union Station
Portland, Oregon

Re: Contract: 6576

Dear Mr. Kendrew:

Sometime ago, we furnished the City Engineer's Office in Portland with copies of your Railroad Yard mapping showing proposed track revisions in the East Marquam Bridge area for preliminary study of existing permits and ordinances, and new permits and ordinances which would be required.

This was intended to expedite the obtaining of necessary easements for new trackage.

Attached is a letter received from the City Engineer, which we are forwarding for your information.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By:

A. V. Benedict
Assistant Metropolitan Engineer

AVB:do

Enclosure

cc: Mr. T. W. Litchfield

Kendrew

...AM A. BOWES
...SSIONER
...EPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
CHIEF OF OPERATIONS
NORMAN R. DRULARD, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON

January 11, 1966

A. E. Johnson, Metropolitan Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Mr. A. V. Benedict, Ass't. Metropolitan Engineer

Re: Relocation of railroad tracks at east end of Marquam Bridge

Dear Sir:

In your letter of November 24, 1965, you have asked for a preliminary study relating to the relocation of railroad tracks which would accommodate the proposed Marquam Bridge ramp structure on the east side of the Willamette River.

We have had our street and underground divisions and the Water Bureau go over the locations you have indicated on the map which accompanied your letter. They have reported that under certain conditions the relocations would be acceptable to the City of Portland. However, the scale of the map made it somewhat difficult to determine precise locations, so we will reserve the right to make changes as needed to conform with our codes.

Since it is necessary for the Council to make final sanction, a new ordinance relating to the relocated tracks must now be drawn and sent to that body for passage. This ordinance would be made in favor of the interested railroad company or companies involved, and it would now be up to them to make the next move. They should submit a written application to the City Engineer requesting the change.

We will be happy to furnish whatever further information you may desire.

Very truly yours,

N. R. DRULARD, P.E.
City Engineer

METROPOLITAN ENGINEER
RECEIVED
JAN 13 1966
ME AME AME ADE ADE MTE

WSL:tl

STATE COPY

APPROVED
Continue ... project ... funds ...
Date DEC 15 1966
U.S. Bureau of Public Roads

Form 2-209—66

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name East Marquam Interchange Unit 1 Date February 3, 1966.

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Bros. Contractors, Inc. F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert Ave., Portland, Oregon 97227 Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
1. Remodel East end of Pioneer Building.
2. Excavate and remove a 5,000 gallon and 1,000 gallon tanks.

1. Equipment rental rates shall be in accordance with State-AGC Agreement.
2. Percentages allowable to contractor in accordance with executed contract for this project.

Location by station numbers: "C" 446+48.50 Bt. C-16

Estimate of quantities and cost:

Materials	$2,000.00
Equipment	$2,500.00
Labor	$4.624.00
Total	$9,124.00

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MAR 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Remodeling to be done as shown on architect Mark's drawing #11. Tanks to be removed are shown on contract drawing #20110. This work to be done in conjunction with the agreement P.A. #11 and as outlined in A. E. Johnson's letter of January 14, 1966. No work performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,121,177.06
Present estimate of project cost, including $9,124.00 for work under this order	$3,993,541.08
Expected under-run / over-run amount	$127,635.98
Expected under-run / over-run per cent	3.1%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. E. Shotwell, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or Asst. Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
JAN 18 1966

FORM E-20X—50M—1-66 SP*19102-734

FOR FILING
I-5-6(41)301
6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 13, 1966

SUBJECT: East Marquam Interchange

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

The following is submitted to document information previously given to you by telephone.

On Monday, January 10, Mr. E. L. Hardt and I met with Mr. Phil Adams of the Portland Traction Company and Mr. Don Criss of Holman Transfer Company regarding the expediting of entering the P & A building for demolition and bridge construction. This meeting was held to expedite the possibility of moving a portion of Holman's operations to another or other buildings in order that the demolition work could be expedited. Mr. Adams pointed out that if Holman's operations were transferred to a building served by other railroad lines, there would be a loss of revenue to Portland Traction Company and he doubted that the parent companies would approve such a move at this time.

Mr. Criss indicated that transfer of any of Holman's operations to the west side of the river would hamper their business and that they could not consider such a move.

At the present time, Holman Transfer Company is operating from several buildings on the east side of the river which are served by Portland Traction Company, and it was agreed that Mr. Criss would investigate the possibility of their company transferring their activities to these buildings in order that they may vacate the portion of the P & A building to be demolished. Mr. Adams requested that we also consider the possibility of erecting a temporary warehouse building to serve Holman Company in the interim.

It was later determined that a temporary warehouse building would cost approximately $30,000 and probably should not be considered.

On Wednesday, January 12, Mr. Phil Adams called Mr. Hardt and stated that he had conferred with architect Marks regarding the new warehouse building and he had estimated that the warehouse portion only could be made ready for occupancy in 60 days. Mr. Adams proposed that the specifications provide for occupancy of the warehouse portion only within 60 days and the completion of the remaining building by the building contractor with occupancy by Holman Company and without interference to Holman Company's operations. This information was passed on to Mr. Virgil O'Neil for writing specifications.

On Thursday, January 13, Mr. Marks indicated plans were being submitted this date to the Portland Traction Company for submission to the parent railroad companies for approval of corrections required by them. Mr. Ernie Kendrew, Southern Pacific, stated that they would be sent to San Francisco for approval. He indicated that if we made no alterations in the architectural plans, but merely put our title on the plans, there should be no problem about additional submissions. He did state that the specifications would be sent to San Francisco for approval and indicated that plans should be sent at that time with the specifications merely for comparison purposes.

Mr. Kendrew stated that our agreement with the railroad did not provide for the moving of the various agencies occupying the present buildings. He stated that he understood from Mr. Ted Litchfield that both the Portland Traction Company and the Holman Company, occupying the P & A building, would be moved in accordance with PPM 30-3 with no definite limit as to amount and that Flynn and Pioneer would be moved under right of way provisions with the usual $3,000 commercial limit. Mr. Kendrew asked that if there were to be arrangements different from these, that he be advised.

This matter is referred, by carbon copy of this letter, to Mr. Litchfield for answer.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh
cc Mr. R. L. Porter
Mr. F. D. Morgan
Mr. T. W. Litchfield
Mr. Robert Shotwell

RECEIVED
JAN 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1966
FOR FILING

I-5-6(41)301
6576

COUNTY COMMISSIONERS
DAVID ECCLES
M. JAMES GLEASON
MEL GORDON

MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
(503) 227-8411 ■ ROOM 605, COUNTY COURT HOUSE ■ PORTLAND, OREGON ■ 97204

January 13, 1966

REFERRED TO
Admin
BY SECRETARY

EDWARDS
KLABOE
WOLFE

Mr. P. C. Northrop
Roadmaster
2115 SE Morrison Street
Portland, Oregon

Oregon State Highway Department ✓
Salem, Oregon 97310

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held January 13, 1966, the following action was taken:

Recommendation Roadmaster that the Board authorize the closure of the Hawthorne Bridge on Sunday, Jan. 23, 1966 from 7 A M to 5 P M, as requested by the State Highway Department in order that they may erect girders over the East Approach to the Hawthorne Bridge for the Freeway approach to Marquam Bridge; further recommendation that in the event all work is not completed in this period that the bridge be closed from 12:01 A.M. Tuesday, Jan. 25, 1966, to 5 A M, as requested)

ORDERED that said recommendations be adopted as the order of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Klecker
Clerk of Board

ja

cc - Auditor

RECEIVED
JAN 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1966
OREGON
STATE HIGHWAY COMMISSION

copy to FC, 1-17-66

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JAN 12 1966

FOR FILING

I-5-6(41)201

6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 6, 1966

To: MEMO TO THE FILES

SUBJECT: East Marquam Interchange
Pacific Highway

NOTED
R. L. PORTER

At 1:00 p.m. on January 5, 1966, a meeting was held in the Metropolitan Engineer's office to discuss various problems in connection with contracting building revisions and building construction for the Portland Traction Company in connection with the subject project. The following were in attendance at this meeting:

P. A. Adams	Portland Traction Company
J. A. Meeker	Portland Traction Company
E. A. Kendrew	Southern Pacific Railroad
Raymond Marks	Architect
W. N. Bryant	Bureau of Public Roads
A. E. Johnson	Highway Department
A. V. Benedict	Highway Department
E. L. Hardt	Highway Department
T. W. Litchfield	Highway Department
Virgil O'Neil	Highway Department
Carl Schneider	Highway Department
Jack Hesla	Highway Department
Robert Shotwell	Highway Department

At this meeting, a schedule of priorities and construction sequences was arrived at and details for specifications were discussed for the benefit of Virgil O'Neil, who will prepare Special Provisions.

Mr. O'Neil indicated that a complete new set of Special Provisions would be required by the Highway Department and that writing of the Special Provisions would require approximately 30 days.

Mr. E. A. Kendrew indicated that the revised plans providing for corrections requested by Southern Pacific and

Union Pacific companies had not been approved by these companies, and this approval by both companies must be received prior to contracting. It was also pointed out that in accordance with our agreement with Portland Traction, the specifications must be also approved by Southern Pacific and Union Pacific.

In view of the time required for writing specifications and obtaining approval for final plans and specifications, it was agreed by those in attendance that it would probably be the middle of March before a contract for this building work could be let.

It was pointed out by Mr. Adams of Portland Traction that a portion of the existing railroad dock must be kept in operation during the construction of the P & A warehouse building. They propose to utilize approximately two (2) railroad car lengths, or approximately 110 feet, and move this amount of track to the west to border an existing track so that unloading operations could be maintained. It was agreed that this should be included in the building contract, since it is considered a minor item, as the existing loading dock is built on mud sills and can be skidded into its new position.

A discussion was held to establish priorities and as a result the following priorities were established for the contractor's activities:

1. Shift the above-mentioned loading dock and install new toilets in the Pioneer Building;

2. Construct new P & A Building and add the west end to the Pioneer Building;

3. Construct new Portland Traction Company office building, but not to the extent of interfering with the construction of the P & A Building;

4. Move tenants into new P & A Building and remodel existing P & A Building;

5. Move Flynn Forwarding Company into existing P & A Building; move Portland Traction Company into new office building and demolish existing Portland Traction Company office;

6. Construct the north loading dock and necessary paving and demolish the east loading dock;

7. Construct south loading dock and necessary paving; demolish three (3) buildings (inspection shed, garage and welding shop) and remodel the engine house. This work can be done at the contractor's convenience, as it has no bearing in the sequence of other work.

During the discussion, there were some points brought up that will require clarification:

1. In the agreement with Portland Traction Company, there is no mention made of limits of railroad insurance. Mr. Kendrew called his San Francisco office and it was established that insurance would be in accordance with Bureau of Public Roads' PPM 20-12 for Federal-Aid Projects in the amount of $250,000-$500,000 for P.L. and P.D. and railroad protection. The matter of fire insurance was also brought up and Mr. O'Neil was to check on this matter.

2. Portland Traction Company inquired as to reimbursement for moving of tenants from existing warehouses to new quarters. This matter is not covered by the agreement with Portland Traction. In a discussion with Mr. Rod Porter on January 6, he indicated that the reimbursible items are not limited to those listed in the agreement, but any item such as reimbursement for moving expense must have prior approval of the Bureau of Public Roads. In submitting information for approval, estimated costs should be included.

3. Mr. Adams indicated that no provision has been made for illumination at the new loading docks and since the existing docks are illuminated for night operation, this will also be required for the new docks. Mr. Ray Marks, Architect, will provide for illumination on the plans. He will also indicate on the plans the necessary moving of the existing railroad dock mentioned above.

4. Mr. Marks inquired as to fireproofing of buildings within 100 feet of the structures to satisfy City Codes. It was determined that our agreement with Portland Traction provides for the architect to prepare plans for such fireproofing on the buildings mentioned, and Mr. Marks was advised that this should also be shown on the plans.

5. Inquiry was made as to who obtains the building permit from the City of Portland. It was indicated that this was usually left for the building contractor to obtain; however, a check will be made by the Metropolitan office to determine if this should not be obtained by the State in the interest of expediting work.

On January 6, Mr. Marks advised that he had checked with the City of Portland Building Division and determined that there was in effect a charge of $1.40 per 100 square feet for a building permit for new buildings. Fifty percent of this would apply for checking of plans. For the new warehouse building and the new office building, this would amount to approximately $275 and half of this, or $137.50, would be required for checking of plans. In addition, there will be required a fee for a permit for remodeling amounting to $7.50 for the first $1,000 of work and $5.00 for each additional $1,000 of work. For our required remodeling it is estimated this fee will amount to about $250.00. In the interest of expediting work when the contract is let, it is recommended that the Highway Department proceed with plan checking with the City of Portland at this time, paying approximately $137.50. It is recommended that this be submitted to the Bureau of Public Roads for participation.

6. Mr. Kendrew, Southern Pacific, indicated that usage of the new unloading docks would require paving around the ramps and docks and for access to them. Some of this will be required by the building contractor and some by the Railroad's contractor for shifting tracks. The amount required by the building contractor will be shown on the plans by architect Marks.

7. The question of alterations to the east end of the Pioneer building was brought up and it was agreed that since the construction of a footing and column for the bridge is involved in the area now occupied by the east end of the building, the cutting off and reestablishing of the east end of the building would be better handled by our bridge contractor, Lord Brothers. It was indicated that this has previously been submitted to Mr. Herb Schell, BPR Area Engineer, who was in accord with this proposition. Therefore, this work will not be included in the building contract. The addition to the west end of the Pioneer building, however, will be included in the contract. Portland Traction Company indicated that it may be necessary to make a temporary shift of tracks in this location in order to build our footings and column and reconstruct the east end of the Pioneer building. They indicated that this amount of track shifting was considered minor and could be done by Portland Traction Company forces provided the Highway Department would reimburse them.

It was agreed at this time that if such work is necessary, it would be handled on a State Force Order basis with prior approval from both Salem and the Bureau of Public Roads.

Discussion was held concerning time required for construction and remodeling of the buildings and proposed completion date, or dates. Mr. Marks estimated that construction of the new warehouse would require 120 calendar days, or four months, and Mr. Carl Schneider concurred in this estimate. It was pointed out there may be delays in either obtaining or having fabricated, various materials required for the buildings. In this event, it is possible to occupy the building prior to its completion for final acceptance. It was agreed that the specifications should provide for occupancy in 120 calendar days, with a final completion date somewhat later.

On the above basis, occupancy of the new warehouse building and office building could not be anticipated prior to August 1, 1966. This is based on not being able to award a contract until about April 1 due to time required for writing specifications and obtaining railroad approval for final plans and specifications. After August 1, demolition of half of the existing P & A Warehouse Building would be required prior to turning the site over to our bridge contractor. It is anticipated that it will take the bridge contractor four months to complete this section of the structure, and on this basis, opening of the Marquam Bridge and East Marquam Interchange could not be expected prior to January 1, 1967.

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. Ivan D. Merchant
Mr. Carl Schneider
Mr. T. W. Litchfield
Mr. Jack Hesla
Mr. Robert Shotwell
Mr. Herb Schell
Mr. E. A. Kendrew
Mr. P. A. Adams
Mr. Ray Marks
Mr. L. H. Young,
Att'n Virgil O'Neil

RECEIVED
JAN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-6(41) East Marquam Interch. Unit, 1965
301 East Bank Fwy. Sec., Pacific
#6576 Hwy. in Portland Folder # 4

FORM 2-128

RECEIVED
DEC 21 1965
DIVISION OF
STATE HIGHWAY ENGINEERING

COMMISSIONERS
G. Elmo L. JACKSON, Chairman
McMinnville
KENNETH N. FRIDLEY, Member
Wasco
DAVID E. [illegible]
Portland
FLOYD QUERY, Secretary
Salem

I-5-6(41)304

6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

December 17, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Porter

NOTED
R. L. PORTER

NOTED
F. B. KLABOE

LORD BROS. CONTRACTORS, INC.
9233 N. Calvert Avenue
Portland, Oregon 97217

ATTENTION: Mr. Pat O'Callaghan

Dear Mr. O'Callaghan:

Your letter of December 9, 1965, regarding re-scheduling of the work in the Portland Traction Company area which is part of the East Marquam Interchange project, contract 6576, has been referred to this office.

It is not possible at this time to forecast exactly the date upon which this area will be available for contract work. At the present time, the State-Railroad agreement has been approved by the Highway Commission and the U. S. Bureau of Roads and the Railroad is finalizing their building plans and specifications. When these are complete, a contract for building relocation will be let. At the same time the Railroad will let a contract for track relocation. When work on these two (2) contracts has advanced sufficiently, the present tenants of the warehouse will be moved, making the subject area available to you.

You will be kept informed as to developments in this matter.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By:

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:ds

bcc: Mr. F. B. Klaboe/attch
Mr. Ivan D. Merchant/attch
Mr. Robert Shotwell

DEC 23 1965
DIVISION OF
STATE HIGHWAY ENGINEERING

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

9233 N. CALVERT AVENUE
PORTLAND, OREGON 97217
285-4591

December 9, 1965

Oregon State Highway Department
Attn: Mr. Robert E. Shotwell, Res. Engr.
900 N. Stanton
Portland, Oregon

Subject: East Marquam Interchange Contract 6576

Gentlemen:

In response to your letter of November 30, 1965, and in order to reschedule work planned to commence on January 1, 1966 in the Portland Traction Company Area, we request an adjusted starting date for this area to replace January 1, 1966.

As you know, we have carefully scheduled our work in this area so that our available equipment and skilled labor could be utilized most economically. The extended negotiations for acquisition of the right of way, with an evident delay beyond the January 1, 1966 date, will require re-scheduling of all work in the area, as well as certain related work. We will require approximately sixty days lead time to allocate our resources for economical processing of such a large volume of work in the short time that is allotted for completion. Accordingly, we need a more precise date than the "two to three months" mentioned in your letter.

Based upon the additional expense to the contractor that could be incurred by an extended delay, condemnation by the State could be an advantageous way of making this area available to the contractor by the date stipulated in the contract.

Very truly yours,

LORD BROS. CONTRACTORS, INC.
By Pat O'Callaghan

PTO'C:W

METROPOLITAN FREEWAY
RECEIVED
Noted

RECEIVED
DEC 17 1965

I-5-6(41)201
6576

Salem, Oregon 97310
December 16, 1965

Building Relocation
Portland Traction Company
East Marquam Interchange

Mr. A. E. Johnson
Metropolitan Engineer
Portland, Oregon

I discussed with Ted Dee today the possibility of performing the minor revisions to the east end of the Pioneer Company Building by the use of price agreement or extra work methods under the existing structure contract. If this were possible, it would allow the contractor to construct a footing and column in the Portland Traction Company yards at a date earlier than it would be possible if he had to wait for a formal building contractor to do the work.

Mr. Dee advised me that he thought the suggestion was feasible but that he could not give an immediate answer. He suggested that we proceed to negotiate with Lord Brothers to this end and also get the permission of the Railroad to enter the property for the purpose of performing the procedure described above. If these negotiations were satisfactory, we should present them to the Bureau of Public Roads for their decision.

You are, therefore, instructed to proceed along these lines. Please advise us of the outcome of your negotiations as soon as possible.

F. E. Kiaboe
Assistant State Highway Engineer

FEK:erb

cc: R. L. Porter
Tom Edwards
F. D. Morgan
Ivan Merchant
T. W. Litchfield

copy to Porter 12-16-65

FORM A 20 80M 3-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 15, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Portland Traction Company
Relocations
East Marquam Interchange Project
Pacific Highway
Contract: 6576

On Tuesday, December 14, Mr. E. L. Hardt, Mr. Robert Shotwell and myself met with Mr. Phil Adams and Mr. John Meeker of the Portland Traction Company regarding proposed building and track revisions for the Portland Traction Company in connection with the East Marquam Interchange.

On inquiry from us, Mr. Adams stated that to his knowledge there were no available buildings for use by Holman Transfer Company, who are now occupying the P & A Shippers Building, while a new warehouse is being constructed and the east portion of the existing P & A Shippers Building demolished. The lease by Portland Traction Company to Holman Transfer Company for occupancy of the P & A Shippers Building is revokable at any time and the Holman Transfer Company could be forced to vacate any portion of the P & A Shippers Building on very short notice. However, Mr. Adams called attention to the point that if the Holman Transfer people vacated the building for the duration of the reconstruction contract, there would be a loss of freight revenue to the Portland Traction Company which could amount to as much as $500 per day. He intimated that in the event the Highway Department would insist on Holman Transfer Company vacating the existing building to facilitate demolishing of the existing building, Portland Traction Company would seek to collect the loss of freight revenue from the Highway Department. Contrary to earlier information furnished to you and to the Bridge Division, the Flynn Forwarding Company building is still occupied by that company and is not available for temporary occupancy by Holman Transfer Company.

Therefore, in view of the above, it would appear that No. 1 priority in the reconstruction contract should be the construction of a new P & A Shippers warehouse in

order that the present occupant of the existing building may be moved and demolition of the existing building permitted. The Portland Traction Company plans to move Flynn Forwarding Company into the remaining portion of the existing P & A warehouse building which will set up the timing of the demolition of the existing Flynn Forwarding building and Portland Traction Company office. Before the new P & A warehouse building can be constructed, Portland Traction Company will be required by separate contract to eliminate existing tracks in the area where the new building is to be constructed, and construct new tracks to serve the building.

Up to this time, it has been thought that approximately 20 feet of the easterly end of the Pioneer Carloading building was to be removed and approximately 10½ feet of building added on the westerly end. Both Mr. Adams and Mr. Meeker insisted that a large door at the southeast corner of the existing building must be maintained. This door serves to unload freight cars into both the building and into trucks at the same time. In order to maintain this doorway, Mr. Adams and Mr. Meeker indicated it would be desirable too rearrange our columns and, hence, our bridge spans in order that tracks may continue to serve the building. They were advised that since beams had been fabricated, rearrangement of the spans and columns would be practically impossible at this time, and it was proposed that if tracks could be shifted slightly in order to avoid our planned columns and footings and still come reasonably close to the Pioneer Carloading building, the unloading dock at this point could be remodeled and covered roofs provided so that the unloading facilities could be maintained. Mr. Adams indicated that Mr. Ray Marks, the architect, is presently revising his plans which will provide for the remodeling of only approximately ten feet of the easterly end of the existing building in order to maintain the existing doorway. In order for our contractor to construct the bridge footings, it may be necessary to remove more than this amount of the building and reconstruct if after the bridge footings and columns are built. Also, a temporary shift of trackage will be necessary in order to permit our contractor to construct the footings and columns unhampered, and this may require a temporary extended dock from the building to the temporary trackage.

The two buried tanks just east of the Pioneer Carloading building are not in use at the present time and Mr. Adams advised that they can be removed. The Railroad will expect compensation for them. The removal of the tanks

is not provided for in our existing contract. It is recommended that this be performed by Lord Brothers during the course of their footing excavation on an extra payment basis.

While the existing office building and Flynn Forwarding building is not involved with any of our construction on our present contract, due to track revisions, it is desirable to proceed on the construction of a new office building and the demolition of the existing building on an expedited basis, but not to a detriment to the construction of the new P & A Shippers warehouse building.

Mr. Meeker of Portland Traction Company, advised that he had been informed by a source which he would not disclose that our plans for the construction of the Eastbank to Mt. Hood leg of the East Marquam Interchange had been postponed indefinitely, and intimated that if this were true, some of the track changes at this time would not be necessary. I advised him that I had no knowledge of any definite postponement, and that as far as I knew, we would wish to proceed as we had planned.

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc Mr. F. D. Morgan
Mr. Ivan D. Merchant
Mr. Robert Shotwell

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DEC 16 1965
OFFICE
STATE HIGHWAY ENGINEER

P.S.: Conversation with Mr. Ray Marks, Architect for Portland Traction Company, indicated that he was working on revised plans for the Pioneer Carloading building and is recommending that the work involved in cutting off the easterly end be performed by our contractor, if possible, on an Extra Work Order or Price Agreement basis. Phone conversation this date with Mr. R. L. Porter and Mr. Klaboe indicated that this would be agreeable and Mr. Klaboe indicated he would clear with the Bureau of Public Roads for this work by Lord Brothers. During this phone conversation with Mr. Porter and Mr. Klaboe, Mr. Porter indicated that the agreement with the Portland Traction Company had been approved yesterday by our Highway Commission and was also approved by the B.P.R. and is being sent this date to the Portland Traction Company.

I am handling this letter

AEJ

FORM [illegible]-122X 6M4 2-65

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DEC 20 1965
FOR FILING

COMMISSIONERS
GLENN D. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. [illegible]
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

December 16, 1965

Mr. W. H. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: T. H. Kruttschnitt, Jr.

Re: Portland Traction Company
Your File: 911700/323 O-PD-62-9

Gentlemen:

I have for reply your letter of October 26, 1965, with respect to a breakdown of the State's appraisal on the Portland Traction Company property.

We do not wish to appear uncooperative in furnishing you with this breakdown, but I am sure you and your counsel will appreciate the Commission's present policy, formulated after many years of acquiring right of way, of not furnishing such a breakdown to a property owner prior to settlement.

In this instance, however, I have been authorized to furnish you with our breakdown upon the condition that if our proposed consideration is unsatisfactory, you will, upon our request, likewise furnish us a similar breakdown of the amount you consider to be the fair market value of our acquisition.

The acquisition consists of three parcels. Our answers to your four questions on Parcel I are as follows:

(1) Parcel I consists of one acre from Block 2, Stephens Addition. The block contains a total of 99,400 square feet.

(2) Full fee unit value $1.75 per square foot.

(3) $1.16-2/3 per square foot or 66-2/3% of fee value.

(4) $0.87-1/2 per square foot or 50% of fee value.

With respect to Parcels II and III, our answers to your four questions are as follows:

(1) Parcel II consists of 0.7 acre and Parcel III consists of 1.46 acres from Tax Lots 6, 7 and 8. The Tax Lots contain a total of 5.66 acres.

(2) Full fee unit value $40,000 per acre.

(3) $26,666 per acre or 66-2/3% of fee value.

(4) $20,000 per acre or 50% of fee value.

In connection with the above three parcels, it should be mentioned it is our opinion that since the railroad and its appurtenances will be fully relocated, the railroad use will continue for at least another 25 years. Therefore, all damage items have been discounted by a present value factor of 0.375.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:FCMcK:ks

cc: R. L. Porter
D. H. Moehring
C. E. Smith
F. C. McKinney

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
D. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

October 26, 1965

IN REPLY PLEASE REFER TO

911700/323

0-PD-62-9

Air Mail

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

This is in answer to your letter of October 15 to Mr. Nissen, in connection with the proposed adjustment of Portland Traction Company facilities incident to construction of the East Marquam Interchange in Portland.

You have informed us that the Bureau of Public Roads has indicated tentative approval of the procedures discussed in our letters of September 7 (erroneously dated September 27) and September 30, provided the Portland Traction Company will agree to convey the necessary easement to the State at the State's appraisal of $85,250.

In spite of the fact that we have been discussing this project over the past two or three years, your phone call and letter of October 15 are the first times we have ever been informed of the amount of your appraisal. According to your letter, this appraisal is based on certain easement conditions which were revealed to us for the first time when you distributed copies of the proposed form at meeting in your office on September 28. The State has presumably been considering these easement conditions, and the market value applicable thereto, for many months, but you now ask that we accept your offer without any opportunity to examine it in the light of the newly presented easement form.

We think that such a request is manifestly unfair, as we have simply not had time to make a proper analysis of your offer.

In Southern Pacific's agreements covering highway construction in Oregon (and in many other Western states) we have, for many years past, always followed the practice of treating the construction agreement and right of way conveyance as separate phases of a project. Where there has been insufficient time to agree upon property values, we have frequently given the State rights of entry so that a project could be constructed and then give us both reasonable opportunities to agree upon fair compensation. We see no reason why the present project cannot and should not be handled in this same manner.

With this in mind, Mr. G. H. Baker, President of Portland Traction, tendered for the State's acceptance a proposed right of entry permit dated April 16. Your reply to him of April 28 indicated that it was acceptable except for certain reimbursement provisions in Condition No. 3, but you also stated that the Highway Department would guarantee payment to Portland Traction for expenses incurred under any plan approved by the Bureau. Condition No. 4 of Mr. Baker's letter clearly indicated an intent that the terms, conditions and compensation for the easement rights would be negotiated separately from the construction agreement within a period of one year and also provided for a method of establishing them in the event we were unable to reach agreement.

It is our belief that if the Bureau has approved the recommended plan and procedure for the adjustment of the railroad facilities, the only objection raised to the right of entry has been overcome. It would therefore appear that the State should accept Mr. Baker's letter of April 16. We will then promptly arrange for preparation of the usual type of construction and maintenance agreement formalizing the understandings reached. Following execution of this agreement, the State will be in a position to proceed with construction in accordance with Condition No. 1 of Mr. Baker's letter. Certainly, in view of Condition No. 4, neither party's rights with respect to the easement compensation will be prejudiced.

We feel that the two parent companies have gone as far as can be reasonably expected in cooperating with the State to get this job under way. All we are seeking is fair and just treatment and reimbursement of costs incurred in connection with your construction, as outlined in Mr. Baker's letter to you of May 6. While your offer of compensation for the easement may be entirely equitable, we reiterate

Mr. Forrest Cooper
State Highway Engineer

our statement that we cannot fairly be expected to accept it without proper appraisal information.

It would be of material help in analyzing your figure if you would give us some supporting data, such as:

1. What parcels and individual areas are included?
2. What values have you used for full fee?
3. What proportion of full value have you assigned to the easement?
4. What severance damages have you included?

Yours very truly,

Ann Williamson
L

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OCT 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 16 1965
FOR FILING
I 5-4(11)301
6516

December 15, 1965

Mr. G. H. Baker, President
Portland Traction Company
628 Pittock Block
Portland, Oregon 97205

Dear Mr. Baker:

In line with Mr. Williamson's December 6 letter, Southern Pacific Company file 911700/323 0-79-62-9, 4 forms of agreement between the Portland Traction Company and the State of Oregon has been executed by the State Highway Commission. It is now forwarded to you for consideration by the Portland Traction Company. We assume that a fully executed counterpart will be returned to this Department.

The Highway Commission executed this agreement on condition that the second paragraph of Section 1 will not be interpreted literally; in other words, the State is to be given the right to proceed with the construction with the present contract on the East Marquam connection as soon as sufficient work has been done on the track and building adjustments so as the highway construction will not interfere with Portland Traction Company operations. I believe you understand that the present work under contract is only a portion of the highway work that will ultimately be done as part of this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
enc.
cc Mr. T. H. Kruttschnitt, Jr.

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe

RECEIVED
DEC 1 5 1965

Form CD-12 (11-63) (Prep. by A.O. 20-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-6(58)301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

657

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(58)301
East Marquam Interchange Section
Portland Traction Company Agreement

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 15, 1965

In reply refer to: 08-35-EC

RECEIVED
DEC 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

The proposed railroad agreement accompanied by the Southern Pacific Company's December 6, 1965 letter involving the above project has been reviewed and is approved subject to the understandings as follows:

1. The second paragraph of Section 1 will not preclude the State from entry on portions of railroad property once the facilities thereon have been adjusted and will not be contingent upon adjustment of all railroad facilities if satisfactory operating conditions can be obtained.

2. The fourth paragraph of Section 1 does not commit Federal-aid participation in any court award in excess of the review appraisal of $85,250 as prescribed by PPM 21-4.1(2) unless and until the court action is reviewed and approved by our legal counsel.

3. The last paragraph of Section 3 does not commit Federal-aid participation not in accordance with the provisions of PPM 30-3 and supplements thereto except for specific items regarding no betterment credits being required for heavier weight rail, assignment of retired lightweight track to the successful bidder and waiver of extended service life credit for the two buildings being replaced as outlined in our October 21, 1965 memorandum. In addition, betterment credits will not be required for these buildings based on preliminary plans and justification furnished in Mr. Klaboe's October 28, 1965 letter.

4. Though the first paragraph of Section 8 omits the normal reference to Exhibit B, insurance coverage will be provided and there will be no Federal participation in the cost of insurance exceeding the limits specified in PPM 20-12.

5. The railroad shall not discriminate in its choice of contractors under Section 10 and will appropriately modify Appendix A to denote the railroad as the contracting agency.

NOTED
R. L. PORTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 13 1965
LAW FILING
I-5-6(41) 501
6576

December 13, 1965

Oregon State Highway Commission

Gentlemen:

We have now received from the Southern Pacific Company an agreement to permit our construction of the East Marquam Interchange over the Portland Traction Company property. While the agreement leaves a few things to be desired, it is not bad and I believe is something with which we can live.

I recommend that you approve the document at the December 14 meeting, subject to concurrence of the Federal Bureau of Public Roads. As soon as we have the Bureau's concurrence, we will advertise for bids to adjust and move the buildings on the Portland Traction Company property and the Railroad Company will contract the adjustments in its track system. By careful scheduling, our contractor should be able to get on the premises in the next two or three months.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
T. W. Litchfield
A. E. Johnson

RLP:ms bg

RECEIVED
DEC 16 1965
I-5-6(VI.)301
6516

December 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

On November 17, we forwarded to you a draft of an agreement between the Portland Traction Company and the Highway Commission relative to the East Marquam Interchange. While we have had no written reply to our November communication, through verbal discussions with Mr. Doe certain suggested changes have been incorporated.

The Railroad Company has now submitted the agreement in final form, three copies of which are attached. Your approval of this instrument is requested so that it may be presented to the Highway Commission at the earliest possible date.

The Railroad Company furnished us only two copies of the instrument and we have but one copy each of the accompanying maps. We hope this will be sufficient for your purposes at this time and additional maps can be obtained from the Railroad Company upon request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
Att.
cc Mr. Forrest Cooper
Mr. F. B. Klaboe
Mr. Victor D. Wolfe

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

December 6, 1965

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
911700/323
0-PD-62-9

Air Mail

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

This refers to your letter of November 23, commenting on the proposed agreement between Portland Traction Company and the State of Oregon in connection with the rearrangement of railroad facilities at the East Marquam Interchange in Portland.

Duplicate counterparts of revised agreement are attached. If satisfactory, please arrange for execution on behalf of the State and then forward both of them to Mr. G. H. Baker of the Union Pacific, who will arrange for execution on behalf of Portland Traction Company as its President.

Most of the changes requested in your letter of November 23 have been made and certain other minor changes, resulting from Union Pacific's review, are also now incorporated. The following are comments on your several specific comments:

The quotation beginning at the center of Page 1 and ending near the top of Page 3 of your letter has been used almost verbatim except that we have inserted a paragraph indicating that the right of entry will not become effective until the existing facilities have been rearranged in accordance with the agreement. We have also extended the six months period to one year.

Near the center of Page 3, you requested that Item 4(d) be excepted from the force account basis. This should have read Item 2(d) (now 3(d)) and we have also excepted Item 3(b), which pertains to the architectural services by Mr. Marks.

Mr. Forrest Cooper
State Highway Engineer

The paragraph which originally ended with the phrase "regardless of whether or not Federal funds participate in such reimbursement" has been revised to place a period preceding this phrase. It is our understanding from telephone conversation with Mr. Porter that the Bureau's prior approval of the agreement will constitute approval of all of the work contemplated thereby and that the only thing requiring later specific Bureau approval will be items not included within the agreement.

The 30 days for the State's payment of Railroad bills has been changed to 60, in accordance with your request.

The paragraph about obtaining necessary permits from the City has been changed to indicate that the performance of the work is conditional upon either the State or Railroad obtaining such permits. What we are trying to guard against is a possible obligation to proceed with the work should the City, for some unanticipated reason, refuse such permits.

With respect to the State compensating the Railroad for property rights to be acquired from Southern Pacific, we have not changed the agreement. Prior to the Railroad making any such payment to Southern Pacific, the proposed amount thereof can be submitted to you for the required Bureau approval.

The Civil Rights paragraph has been changed as requested.

In view of the somewhat special circumstances here involved, we request that the Railroad's counterpart of the agreement bear an indication of approval by the Bureau of Public Roads.

Yours very truly,

H M Williamson
L

Attch.

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DEC 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 1 - 1965
FORM E-735
FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 24, 1965

NOTED
F.B. KLABOE

MR. NORMAN R. DEVLARD
City Engineer
City Hall
Portland, Oregon

ATTENTION: Bill Lind

Re: East Marquam Interchange Sec.
East Bank Freeway

Gentlemen:

Mr. A. E. Johnson and I were in your office recently and discussed with Mr. Lind the ordinances and franchise changes necessary to move Portland Traction Co. tracks to accommodate our proposed Marquam bridge ramp structures. Mr. Lind offered to make a preliminary study to determine existing permits and franchises to be cancelled and new ordinances necessary.

Attached is a map supplied by the Southern Pacific Company, revision date August 4, 1965, which shows existing lines to be moved or abandoned in yellow and proposed new work in red.

Will you please make the preliminary study outlined above so that obtaining of permits, etc. may be expedited as soon as we reach agreement with Portland Traction Co.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By
ORIGINAL SIGNED BY A. V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

NOTED
R. L. PORTER

AVB:ds

Enclosure

cc: Mr. F. B. Klaboe
Mr. Ivan D. Merchant

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OFFICE OF

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I-5 6 (41) 30
6576

November 23, 1965

AIRMAIL

Mr. H. M. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: Mr. T. H. Kruttschnitt, Jr.

Dear Sir:

Your File: 911700/323
S-FD-62-9

Reference is made to your November 15 letter transmitting to us a draft of a proposed agreement between the Portland Traction Company and the State of Oregon relative to the rearrangement of railroad facilities at the East Marquam Bridge Interchange in Portland. We offer the following comments:

The Department's Legal Division suggests that the language in the Recitals and Paragraph 1 of the agreement be changed as follows:

RECITALS:

State is presently constructing the East Marquam Interchange Section of the Pacific Highway (Interstate Highway No. 5) which will require the construction of overhead highway structures, hereinafter referred to as "structure" upon the property of Railroad at Portland, Multnomah County, Oregon, in the location shown by shading on Southern Pacific Company Oregon Division Drawing F-18903-F, Sheet No. 1, Revised August 4, 1965, attached hereto and made a part hereof.

The parties hereto desire to set forth in this instrument their understandings and agreements relating to State's entering into possession of Railroad's property for the purposes of constructing and maintaining said structure, the relocation of certain railroad facilities, and the changes made necessary in connection therewith.

AGREEMENT:

1. Railroad hereby grants to State, upon the execution of this agreement, permission to enter upon Railroad's property for the purposes set forth in this agreement.

At a future date, Railroad shall convey to State, upon such terms and conditions as may be agreed upon in compliance with the statutes and regulations governing the construction of the National System of Interstate and Defense Highways, a permanent right-of-way easement for the structure to be located on Railroad's property, in accordance with the above-described Southern Pacific Company drawing.

In the event State and Railroad are unable to agree within a period of six months from the date of this agreement as to the terms, conditions and the just compensation to be paid to Railroad for said easement, State shall immediately file

and thereafter prosecute with due diligence in the Circuit Court of Multnomah County, Oregon, a proceeding in eminent domain for the determination of the just compensation to be paid for said easement.

The State does not insist on this change but we feel that it will simplify the procedure and will eliminate the necessity for executing a separate entry permit. Your consideration is solicited.

On page 2 of the agreement, the paragraph concerning force account work to be done by the Railroad should, in the interest of clarity, be changed to the following:

All work to be done hereunder by Railroad, except for the work under section 4(d), shall be done on a force account basis, the cost thereof to be paid to Railroad by State in the manner hereinafter set forth.

We request that the last sentence on page 2 end after the word "Railroad", deleting the words "regardless of whether or not Federal funds participate in such reimbursement." As we mentioned before, the Highway Department will guarantee payment to the Portland Traction Company for any items of expense that have Bureau of Public Roads prior approval. This guarantee will stand regardless of the action of some subsequent audit. The State cannot, however, undertake to guarantee payment of any item which the Bureau of Public Roads has not approved prior to the time the expense is incurred.

On page 3, under section 4, we would like to see the 30 days changed to 60 days as we think audit procedures may make payment within 30 days impossible under certain conditions. This, again, is not a "must" but a matter in which we request your consideration.

On page 5, section 8, the draft indicates that the State shall obtain for the Railroad from the City of Portland permits for the relocation or construction of the Railroad's facilities over and across public streets or thoroughfares. The City of Portland will not deal with the State on this item but indicates

that a request from Portland Traction Company will receive prompt consideration. The City has vacated Market Street and a copy of City Ordinance No. 120432 is attached.

The same section further states that the State shall compensate the Railroad for an easement or permit for property to be obtained from the Southern Pacific Company in the vicinity of S.E. Third Avenue, S. E. Union Avenue, and S. E. Lincoln Street. We need to know the amount of the consideration in order to secure Bureau of Public Roads approval on this point.

Section 9 on page 5 should be amended as follows with respect to the latest Civil Rights regulations:

In compliance with the regulations of the Department of Commerce (Title 15, Code of Federal Regulations, Part 8), issued in implementation of Title VI of the Civil Rights Act of 1964, 78 STAT. 252, 42 U.S.C. 2000d to 2000d-4, Railroad hereby agrees to comply fully with all of the provisions of said law and to include within any of its contracts APPENDIX A, attached hereto, and by this reference made a part of this agreement.

I hope that none of the above poses serious complications and an agreement in formal form can now be prepared.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe
Mr. G. E. Rohde

ORDINANCE NO. 120432

An Ordinance vacating a portion of SE Market Street under certain conditions, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds that by Resolution No. 29513, adopted by the Council March 25, 1965, proceedings were initiated for the vacation of a portion of SE Market Street; that the purpose of said vacation is to provide a suitable site for buildings and trackage which must be relocated as a result of construction of the Eastbank Freeway; that pursuant to ORS 271.190, since the area to be vacated lies within 5,000 feet of the harbor line, approval in writing of the proposed vacation has been secured from The Port of Portland and the Commission of Public Docks; that said area to be vacated is more particularly described as follows:

All that portion of SE Market Street lying between the east line of SE Water Avenue extended southerly and the west line of SE First Avenue extended southerly, all in the City of Portland, County of Multnomah, State of Oregon.

that pursuant to ORS 271.130 the Council fixed a time and place for public hearing before the Council; that the City Auditor published notice of such hearing in the City official newspaper, namely, Daily Journal of Commerce, once each week for four consecutive weeks, and posted such notice in certain places in area proposed to be vacated, all in accordance with provisions of ORS 271.110; that said matter came on regularly for hearing and no objections were made or filed thereto and it is in the public interest that said street be vacated; now, therefore, that certain street hereinbefore described hereby is vacated under the following conditions:

a. Nothing herein contained shall cause or require the removal or abandonment of any sewer, water or gas main, conduit of any kind, wire, pole or thing used, or intended to be used, for any public service, and the right hereby is reserved for the owner of any such utility or thing to maintain, continue, repair, reconstruct, renew, replace, rebuild, and/or enlarge any and all such things; no building or structure of any kind shall be built or erected within a distance of ten feet from the center line of any such utility, except with the written consent of the City Engineer and the owner of the utility first had; and any

and all contemplated building plans in said vacated area shall be submitted for approval to the City Engineer and to the Director of the Bureau of Buildings, to the end that such construction may be so adjusted with reference to all public utilities in said area as to cause a minimum of danger or inconvenience to the public and to the owner of such utility and to protect and preserve the same as presently constructed or hereafter reconstructed, renewed, replaced and/or enlarged.

b. Portland Traction Company shall file with the City Auditor, in form approved by the City Attorney, a document in writing accepting the terms and conditions of this ordinance.

Section 2. The City Auditor shall file with the recorder, the assessor, and the surveyor of the county in which said vacation is located, a certified copy of this ordinance and the acceptance thereof, and any map, plat or other record which may be required by law.

Section 3. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the city of Portland in this: In order that there may be no unnecessary delay in highway construction in said area; therefore, an emergency hereby is declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council MAY 26 1965

Terry D. Schrunk
Mayor of the City of Portland

Attest:

Ray Smith
Auditor of the City of Portland

Order of Council
MCR:jw 5/19/65

FORM E-30 BOM 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1965

SUBJECT: Proposed Agreement
Portland Traction Company

To: Mr. R. L. Porter
Deputy State Highway Engineer

B u i l d i n g

L

As per your request, I have reviewed the proposed agreement with Portland Traction Company which was discussed in your office on November 17. It is my opinion, with which Mr. Rohde concurs, that the agreement should be altered in the following manner and that with this agreement we will not need a separate permit of entry.

The Recitals and sections 1 and 2 of the Agreement should be changed to read:

"RECITALS:

State is presently constructing the East Marquam Interchange Section of the Pacific Highway (Interstate Highway No. 5) which will require the construction of overhead highway structures, hereinafter referred to as "structure," upon the property of Railroad at Portland, Multnomah County, Oregon, in the location shown by shading on Southern Pacific Company Oregon Division Drawing P-18903-F, Sheet No. 1, Revised August 4, 1965, attached hereto and made a part hereof.

The parties hereto desire to set forth in this instrument their understandings and agreements relating to State's entering into possession of Railroad's property for the purposes of constructing and maintaining said structure, the relocation of certain railroad facilities, and the changes made necessary in connection therewith.

AGREEMENT:

1. Railroad hereby grants to State, upon the execution of this agreement, permission to enter upon Railroad's property for the purposes set forth in this agreement.

2. At a future date Railroad shall convey to State, upon such terms and conditions as may be agreed upon in compliance with the statutes and regulations governing the construction of the National System of Interstate Defense Highways, a permanent right of way easement for the structure to be located on Railroad's property, in accordance with the above-described Southern Pacific Company drawing.

In the event State and Railroad are unable to agree within a period of six months from the date of this agreement as to the terms, conditions and the just compensation to be paid to Railroad for said easement, State shall immediately file and thereafter prosecute with due diligence in the Circuit Court of Multnomah County, Oregon, a proceeding in eminent domain for the determination of the just compensation to be paid for said easement."

The remaining sections in the agreement should be renumbered to conform with the new sections 1 and 2 set forth above.

On page 2 of the agreement the paragraph concerning the force account work to be done by the Railroad should be changed to read:

> "All work to be done hereunder by Railroad, except for the work under section 4(d), shall be done on a force account basis, the cost thereof to be paid to railroad by State in the manner hereinafter set forth."

The last sentence on page 2 should end after the word "Railroad," deleting the words "regardless of whether or not Federal funds participate in such reimbursement."

On page 3, under old section 4 (new section 6), the thirty (30) days for payment of bills was to be changed to sixty (60) days.

On page 5, under old section 8 (new section 10), we were to have someone clear with the City of Portland as to the necessary permits for tracks to be established in city streets. Relative to the last paragraph of new section 10, an appraisal or other determinations were to be obtained as

to how much it would cost to obtain the permanent easement on which to locate the tracks and construct a platform and associated appurtenances on Southern Pacific property.

Old section 9 (new section 11), with respect to Civil Rights should be amended to read as follows:

> "11. In compliance with the regulations of the Department of Commerce (Title 15, Code of Federal Regulations, Part 8), issued in implementation of Title VI of the Civil Rights Act of 1964, 78 STAT. 252, 42 U.S.C. 2000d to 2000d-4, Railroad hereby agrees to comply fully with all of the provisions of said law and to include within any of its contracts APPENDIX A, attached hereto, and by this reference made a part of this agreement."

With the above changes this appears to be a good agreement and will certainly facilitate our immediate possession and resolve the condemnation feature.

Frank

FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks

cc: G. E. Rohde

RECEIVED
NOV 1 1965

RECEIVED
NOV 22 1965
FOR FILING

RECEIVED
NOV 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

PMT PDP 17 11-22-65 9:00 AM

F B KLABOE

CITY AUDITORS OFFICE ADVISES THAT THE VACATION OF S E MARKET HAS BEEN COMPLETED AND RECORDED
THIS MEANS PORTLAND TRACTION COMPANY HAS COMPLIED WITH TERMS OF ORDINANCE,.

A E JOHNSON

NOTED
F. B. KLABOE

copy to Rahde 11-22-65

.PPM

PDP PMT 153 11-19-65 2:00 PM

NOTED
R. L PORTER

A. E. JOHNSON

REFER TO ORDINANCE NO. 120432 VACATING A PORTION OF S. E. MARKET STREET. HAS PORTLAND TRACTION COMPLIED WITH SECTION 1. B.?

F. B. KLABOE
SK
009

NOTED
F. B. KLABOE

copy to Rahde 11-19-65

FORM E-30 50M 2-65 SP°6470-734

Porter
copy & ordinance to
Robb
all 2 w. Kenny

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
November 18, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: East Marquam Interchange
City of Portland Permits
for Portland Traction
Company Track Relocations

Following the meeting yesterday in Mr. Rod Porter's office concerning a proposed agreement with the Portland Traction Company, I contacted Mr. Fred Fowler this date concerning the vacation of S. E. Market Street between S. E. Water Avenue and S. E. First Avenue. Mr. Fowler indicated that this street vacation had been accomplished on May 26, 1965 by City of Portland Ordinance No. 120432, three (3) copies of which are enclosed for your information or distribution.

Concerning City of Portland permits for track relocation by Portland Traction Company, Mr. Fowler referred me to the City Engineer's Office where it was determined that there are existing certain ordinances providing for various street closings by the Portland Traction Company's facilities in the East Marquam area. Mr. Bill Lind of the City Engineer's Office suggested that plans be submitted to the City Engineer for checking for underground utilities and existing ordinances. When this has been completed and if approved, the railroad company should make application for a new ordinance covering the new crossing and the repeal of the old, obsolete ordinances. Mr. Ernie Kendrew of Southern Pacific is forwarding me copies of the latest map and I will process these through the City of Portland City Engineer's Office as soon as received, for the preliminary work as outlined above.

A. E. Johnson
Metropolitan Engineer

NOTE
F. B. KLABOE

AEJ:mh

Enclosures

cc Mr. F. D. Morgan

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

1 copy of ordinance to Robb 11-19-65

ORDINANCE NO. 120432

An Ordinance vacating a portion of SE Market Street under certain conditions, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds that by Resolution No. 29513, adopted by the Council March 25, 1965, proceedings were initiated for the vacation of a portion of SE Market Street; that the purpose of said vacation is to provide a suitable site for buildings and trackage which must be relocated as a result of construction of the Eastbank Freeway; that pursuant to ORS 271.190, since the area to be vacated lies within 5,000 feet of the harbor line, approval in writing of the proposed vacation has been secured from The Port of Portland and the Commission of Public Docks; that said area to be vacated is more particularly described as follows:

All that portion of SE Market Street lying between the east line of SE Water Avenue extended southerly and the west line of SE First Avenue extended southerly, all in the City of Portland, County of Multnomah, State of Oregon.

that pursuant to ORS 271.130 the Council fixed a time and place for public hearing before the Council; that the City Auditor published notice of such hearing in the City official newspaper, namely, Daily Journal of Commerce, once each week for four consecutive weeks, and posted such notice in certain places in area proposed to be vacated, all in accordance with provisions of ORS 271.110; that said matter came on regularly for hearing and no objections were made or filed thereto and it is in the public interest that said street be vacated; now, therefore, that certain street hereinbefore described hereby is vacated under the following conditions:

a. Nothing herein contained shall cause or require the removal or abandonment of any sewer, water or gas main, conduit of any kind, wire, pole or thing used, or intended to be used, for any public service, and the right hereby is reserved for the owner of any such utility or thing to maintain, continue, repair, reconstruct, renew, replace, rebuild, and/or enlarge any and all such things; no building or structure of any kind shall be built or erected within a distance of ten feet from the center line of any such utility, except with the written consent of the City Engineer and the owner of the utility first had; and any

and all contemplated building plans in said vacated area shall be submitted for approval to the City Engineer and to the Director of the Bureau of Buildings, to the end that such construction may be so adjusted with reference to all public utilities in said area as to cause a minimum of danger or inconvenience to the public and to the owner of such utility and to protect and preserve the same as presently constructed or hereafter reconstructed, renewed, replaced and/or enlarged.

b. Portland Traction Company shall file with the City Auditor, in form approved by the City Attorney, a document in writing accepting the terms and conditions of this ordinance.

Section 2. The City Auditor shall file with the recorder, the assessor, and the surveyor of the county in which said vacation is located, a certified copy of this ordinance and the acceptance thereof, and any map, plat or other record which may be required by law.

Section 3. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the city of Portland in this: In order that there may be no unnecessary delay in highway construction in said area; therefore, an emergency hereby is declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council MAY 26 1965

Terry D. Schrunk
Mayor of the City of Portland

Attest:

Ray Smith
Auditor of the City of Portland

Order of Council
MCR:jw 5/19/65

RECEIVED
NOV 10 1965
FOR FILING

Form CD-121 (11-62) (Prec. by A.O. 300-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

(41) 301

TO 6496 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 5, 1965

In reply refer to: 08-35.DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(41)301
E. Marquam Interchange Section
Pacific Highway

Mr. T. W. Litchfield, in his letter of October 29, 1965, requested permission to allow the Western Union Telegraph Company to reinstall a sign for the protection of their submarine cable crossing of the Willamette River. The original cable crossing sign having been removed to facilitate construction of the subject project.

We hereby approve of the re-establishment of this sign as outlined in Mr. Litchfield's letter. Our authorization is with the understanding that access to this sign will not be necessary subsequent to its installation.

REFERRED TO
By Asst. State Hwy. Engr.
11-10-65

RECEIVED
NOV 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 29 1965
[illegible]

STATE COPY

APPROVED
Contingent upon modification of project [illegible] funds are req[illegible]
Date NOV 4 1965 [illegible]
Title Civil Engr.
U.S. Bureau of Public Roads

I-5-6(41)301
626

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name East Marquam Interchange Unit 1 Date November 3, 1965

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Bros. Contractors, Inc. F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert Ave. Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct the underground power supply for the navigation lights and sign bridge 454+10 at Bt. "C" & "D" 19 Rt. (Drawing No. 20167 Revision No. 1). Construct the underground power supply for the sign Bridges "D" 439+17 and "C" 443+22 at Bt. D-14.

1. Equipment rental rates shall be in accordance with State AGC agreement.
2. Percentages allowable to contractor in accordance with executed contract for this project.

Location by station numbers:

"D" 444+48 and "D" 450+26.00

Estimate of quantities and cost:

Labor	$400.00
Materials	350.00
Equipment	200.00
Total	$950.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Work has not been performed. Revisions to power company pole lines and their moving underground necessitated underground supply.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,121,177.06
Present estimate of project cost, including $950.00 for work under this order	$3,984,836.14
Expected under-run amount	$136,340.92
Expected under-run per cent	3.37

Space to right of this line is for use of Salem Office

Submitted by: /s/ Robert Shotwell, Resident Engineer

Approval Recommended: /s/ A. A. Rear, Asst. Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Asst. Division Engineer

Approved /s/ L. H. Young, Office Engineer.

State Printing

RECEIVED
NOV 1 - 1965
FOR FILING
(41)
6578

October 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: East Marquam Interchange Section
Portland Traction Company Buildings

Dear Sir:

Your memorandum of October 21 asks for a review of the major items of difference between the proposed construction of the P & A Shippers and Pioneer Car Loading buildings and the estimated cost replacement with timber construction.

The architect has elected to use prestressed concrete girders, columns and roof units since this method of construction will meet all code requirements and provide for a fast method of construction.

The existing buildings are of timber frame construction which could not be duplicated under present building codes. The architect has considered timber construction which would meet building codes and the comparative costs of the two systems are estimated as follows:

Timber Construction	$35,163.00
Concrete Construction	34,584.00

The cost of foundation, freight doors, floor, et cetera, will be comparable in either case and the cost should be added to the above figures.

The proposed new warehouse is 40 feet by 258 feet for a total area of 10,320 sq. ft. and estimated by the architect to cost $8.72 per sq. foot. This estimate compares favorably with the cost estimate of $7.90 per sq. ft. for frame construction of the warehouse made by this Department in July, 1963. Subsequent increase in construction costs since that date indicates the architects cost estimate to be realistic.

The architect's designs appear to be economical and free of "extras" that are not included in existing structures. His estimate of $16.38 per sq. ft. for the warehouse offices and $18.37 per sq. ft. for the Traction Company offices is comparatively equal to costs of similar office construction contracted by this Department.

The glazing proposed by the architect specifies double insulated glass costing $2.20 per sq. ft. Glazing with plate glass would cost $.75 per sq. ft., a cost differential of $1.45 per sq. ft.

Total glass in proposed office windows amounts to 1,865 sq.ft.

The proposed revision of the Portland Traction Company facilities will eliminate 13,940 sq. feet of warehouse area and will be replaced with 10,720 sq. ft.—a reduction of 3,220 sq. ft. In addition to the warehouse, office space amounting to 6,574 sq. ft. will be eliminated and will be replaced by office space equal to 5,560 sq. ft.—a decrease of 1,014 sq. ft.

The estimated value of the decrease in warehouse area will be $28,000 plus or minus and the decrease in value of office space will be about $17,500. The total reduction in replacement cost will be about $45,500 which far overshadows the "extra" cost of the insulated windows.

I trust this analysis will serve to justify the Railroad Company's replacement design.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Ivan Merchant
F. D. Morgan
L. H. Young
A. E. Johnson

(Bridge Division) srb

RECEIVED
OCT 28 1965
FOR FILING

I-5-6(41)301

6516

October 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

4031

Your File: 08-35.6/407
East Marquam Interchange
Contract No. 6176
FAP No. I-5-6(41)301

Dear Sir:

I have your memo of October 11 reporting your findings from an "inspection-in-depth" dealing principally with State-furnished piles.

The Department is aware of the problems in connection with proper recording of and accounting for pile cut-offs and State-furnished materials.

Your suggested specification revisions are being given considerable study. We expect to come up with a workable solution to the problem in the very near future, and will call you to discuss the solution at the earliest practicable date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan D. Merchant

CAG:jf jwa

Form CD-121 (11-63) (Prez. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. T. Edwards

DATE: October 11, 1965

In reply refer to: 08-35.6
X-ref: 407

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Foundation Piling Specifications and Records including Inspection-in-Depth Report on East Marquam Project I-5-6(41)301

Inspection-in-depth report is transmitted herewith for your review. The inspection revealed that the field records were generally adequate; however, the cost of State-furnished piling appears to be uneconomical. On future Federal-aid projects, when State-furnished piles are used, it will be necessary to justify their use by taking alternate bids for contractor-furnished piles or by making a finding in the public interest as set forth in paragraph 14 of PPM 21-6.3.

As you know there have been many problems in connection with the record keeping of piling particularly on the large jobs where State-furnished steel piles have been used along with contractor-furnished piling. Also the current pile specifications and related instructions with regard to the salvage and use of cutoffs have resulted in numerous findings. To illustrate we are attaching findings from 8 different audit reports. We have come to the conclusion that the present practice is unworkable from an administrative standpoint; therefore, revised procedures will be necessary.

In considering revised procedures it appears that the specifications must be revised. While there are many ways to go on this we suggest you may wish to consider the following:

For steel "H" piles which have a high salvage value and which can be readily extended by splicing we recommend that furnishing piles be paid for on the basis of driven lengths remaining in place in the structure. In this case no order list length should be given the contractor, no payment should be made for splices, and cutoffs should remain the property of the contractor. It would appear desirable, in this case, to specify and pay for at least one test pile except on small jobs. The contractor could then drive additional test piles at his own expense if he needs or wants more information for determining lengths to bring on the job.

For timber and precast concrete piling, we suggest that the State furnish order length lists to the contractor and these generally should be based on test pile results as well as exploration holes.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Payment for furnishing piles would then be based on order lengths. Federal participation would be limited to the length incorporated into the job plus cutoffs up to some mutually agreed predetermined length which is considered salvagable. Cutoffs shorter than this agreed length would become the property of the contractor. Longer cutoffs would be salvaged by the State. Cost of these longer pieces would be non-participating unless they were later incorporated into some Federal-aid job as State-furnished material.

We would be glad to meet with you to discuss this in more detail and work out mutually satisfactory provisions.

Attachments

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR-33D (8-64)

STATE COPY

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Report No. 35-65-E1D-8

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
8	Oregon	I-5-6(41)301

DATE OF INSPECTION	PHASE(S) INSPECTED
June 29, 1965	File Records for Payment

INSPECTION MADE BY	IN COMPANY WITH
H. A. Schell, Area Engr. C. C. Pike, Auditor	R. Shotwell, Bennett, OSHD

REPORT PREPARED BY
H. A. Schell, Area Engr.

PROJECT INCLUDES
☐ GRADING AND DRAINAGE ☐ BASE ☐ PAVING ☒ MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Lord Bros. Contractors Inc. 9233 N. Calvert Portland, Oregon	$ 3,509,204
	PROJECT STATUS (Percent complete) 2%

LOCATION
E. Bank Willamette River, Downtown Portland, Sta. 349+00 to 498+00.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

Time Breakdown: Project inspection - 12 man hours
Write-up - 14 man hours
Travel - 4 man hours.

EAST MARQUAM INTERCHANGE
Pacific Highway

(1) SUMMARY OF FINDINGS:

A statement of the findings is covered in more detail in Mr. C. Pike's report of June 30, 1965. The summary of the findings is as follows:

Price Agreement No. 1

All piling for the project were not immediately available. The contractor requested the use of piles "not order list length" to enable him to purchase and use all available 10" steel H piling in the Portland area. In order to assist in expediting the project the State agreed to use such piling with the stipulation that they would not pay for any splices on piles furnished which were not specified order list length. Also the payment for piles made up from non-order length pieces will be on actual length of piling under the completed structure. For piles over 60' (specified order length) and up to 120', the contractor will be paid for one splice. This is explained in more detail under P.A. #1.

State Furnished Piles

State furnished piles may be used with contractor furnished piles. There

is no charge for State furnished piles under 20' in length. The project will be assessed up to $4.00/LF for State-furnished piles over 20' in length (Contractor bid $3.50/LF). This is in keeping with the State-Bureau agreement dated March 23, 1962 in a letter to Mr. Cooper from Mr. Polk (see further comments under 3).

The resident engineer has marked all State furnished piles and has stacked them in a separate area from the contractor furnished piles. All recorded State furnished piles used are the lengths after fresh heading.

Original Specification Piles

The contractor has now received his pile shipment and the cost will be based on the original bid and specifications.

Pile Summary Sheet

In order to determine the complete disposition of each pile the State has prepared an 18-column summary sheet which records all data for each pile. This sheet also indicates whether the pile was a P.A. #1 pile or not. The data is recorded on each pile currently to eliminate future difficulties when compiling the pile record.

(2) RECOMMENDATION

1. It is recommended that the State re-evaluate their pile payment specification in view of the overall cost per lineal foot of piling.

2. If the re-evaluation does not prompt a suitable change in specification it is recommended that on future projects where State furnished piles are to be used an alternate bid be taken for all contractor furnished piling in place.

3. A further recommendation on this project would be to place an asterisk on the summary sheet indicating when a pile cut-off was used.

(3) DETAILED REPORT OF INSPECTION

It was generally determined that the resident is keeping adequate pile records and that these (the records) will be in sufficient detail for auditing. Pile data from the pile books were verified in the summary sheet. No particular problems are anticipated.

In order to evaluate the actual cost of State furnished piling on this project the pile transfer sheet was summarized in lengths that were over 20' and lengths under 20'. The weighted results of this tabulation (see attached work sheet) are very revealing. Haul costs to the maintenance yard and project were included in the tabulation. Note that no cost for splicing is included. The actual cost to the State

and Federal Government is:

Over 20' - $4.33/LF
Under 20' - $3.93/LF

In addition to this cost a figure for extensive record keeping should be included. This special record on one project has required as much as 240 man hours to compile (Project involved over 140,000 lineal feet of piling of which 15,000 lineal feet were State furnished). The above project could be considered an extreme case because the State was trying to reduce their inventory--however, it does point out the extensive field computation work necessary. Even with such a detailed record State and Bureau audit people have had difficulty arriving at a mutually agreeable figure. In some instances there has been possible evidence of overpayment to the contractor. Considering all aspects of the problem, it appears that the public interest is not being served by a continuation of this procedure for jobs involving large quantities of piling. If the State continues to pursue this procedure it is recommended that on future projects alternate bids be taken for piling furnished entirely by the contractor and payment be based on only the length in the ground. With the required two test piles per footing on this project it would appear that most of the contractor's risk has been removed and a favorable bid would be obtained.

State Furnished Piles on I-5-6(41)301

Contract Number	Pile Length: 20ft plus	Pile Length: 20ft minus	Pile Length: Total	Pile Cost	Pile Length Hauled to Yard	Haul Cost-Main Rd: Total	Haul Cost-Main Rd: Per foot	
6354	7709.5'	2228.0'	9937.5'	3.20	9937.5'	1676.00	0.169	
5829	320.2'		320.2'	4.00	340.2'		*0.32	
6255	72.7'		72.7'	4.00	741.3'	255.00	0.344	
6044	119.6'	427.0'	546.6'	3.10	546.6'	150.00	0.274	
6233	64.0'	550.0'	619.0'	3.60	619.0'	300.00	0.485	
Total	8,291.0	3,205.0	11,496.0	—	12,184.6	—	—	

Ave. Cost of 20 foot plus piles per foot = $\frac{\$32,013.11}{8,291.0 \text{ ft.}}$ =

Ave. Cost of 20 foot minus piles per foot = $\frac{\$12,607.05}{3,205.0 \text{ ft}}$ =

* Ave. of other cost per foot for hauling to State Main. Rd.

ished Piles on I-5-6 (41) 301

	Pile Length Hauled to Yard	Haul Cost-Main Yd Total	Haul Cost-Main Yd Per foot	Haul Cost to Proj.	Total Cost Pile/foot	Total Cost Piles 20 ft. Fir.	Total Cost Piles 20 ft. Minus
	9937.5'	1676.00	0.169	0.44	3.81	#29,373.20	8,488.68
	340.2		*0.32	0.44	4.76	1,524.15	-
	741.3	255.00	0.344	0.44	4.78	347.51	-
	596.6	150.00	0.274	0.44	3.81	455.68	1,626.87
	619.0'	300.00	0.485	0.44	4.53	312.57	2,491.50
	12,184.6	-	-	-	-	32,013.11	12,607.05

piles per foot = $\frac{\#32,013.11}{8,291.0 \text{ ft.}} = \underline{\#4.33 \text{ per ft.}}$

ous piles per foot = $\frac{\#12,607.05}{3,205.0 \text{ ft}} = \underline{\#3.93 \text{ per ft.}}$

477 Cottage St. N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 23, 1962

Attention: Mr. P.M.Stephenson, Assistant State Highway Engineer

C. G. Polk, Division Engineer
Salem, Oregon

Excess Material from Bridge Structures

During the course of our recent field review of your Division Office operations, the matter of excess steel and/or treated timber piling was brought to my attention. These piles, in varying lengths and stockpiled throughout the State, are the result primarily of the difference between the "Order List" included in a bridge construction project based upon planned penetration, and the actual pile penetration, or design changes during construction.

Federal funds participated in the cost of this material. It is not the policy of the State Highway Department to credit the Federal-aid project involved. In the past the number of such piles was negligible. Due to the accelerated highway program in recent years, the number of such piles has greatly increased.

In accordance with Para. 120, of Section 1, Title 23 and PPM 21-6.3 dated 1/16/61, Federal funds will participate in the cost of materials when they have actually been incorporated in the acceptable items of work on an approved Federal-aid project.

In conformance with our verbal discussion it was agreed that all steel piles 20 feet or more in length, and ordered lengths of treated timber piles not incorporated in a completed Federal-aid project, will require that the project be credited with the value of such material.

This requirement will apply to all future projects, those currently under construction, and those completed for which Final Voucher has not been submitted and the necessary records available to make the determination of the excess quantities.

Please acknowledge your concurrence of the above, and furnish this office with the instructions issued to implement this procedure.

C.A.C.

You are going to want to see bidding details with Maison? Pile Engrs. will have time to be rebirded.

XEROX COPY Exhibit A XEROX COPY

Audit Report 66-835-6

PART II - FINDINGS AND RECOMMENDATIONS

ITEM A - CREDIT FOR UNUSED MATERIAL WAS NOT APPLIED TO PROJECT COSTS.

FINDINGS

Surplus materials were not properly accounted for. The audit disclosed that there were surplus materials on 2 projects. These materials were full length piles and steel pile cut-offs over 20 feet in length. The projects and costs involved were as follows:

	Project	Completion Date	Pay Item	Surplus Piles		Amount
*	I-5-1(23)28	6/22/63	#17 - Treated Timber Piling	Full length	60 LF	$ 102.00
**	I-80N-2(20)39	11/30/62	#59 - Furnish 10" BP 42 lb. Steel Piling	Full length & Cut-offs 20 LF	2464.6 LF	9,858.40
			#60 - Furnish 12" BP 53 lb. Steel Piling	Cut-offs 20 LF	26.7 LF	133.50
						$10,093.90

The examination disclosed that the resident engineer's final field records did not show the disposition of the surplus piling. Examination of the job cost summaries disclosed that credits were not applied to the project costs.

On 4/18/62 instructions regarding surplus piles were issued to all State Division Engineers, Resident Engineers, Division Bridge Superintendents and the Accounting Division. These instructions require an accounting for piles which are surplus to the needs of a project. These instructions define salvagable piles as full length order list piles, cut-offs of steel piles in excess of 3 feet in length and cut-offs of timber piles in excess of 10 feet in length. The instructions provide for a credit to project costs for the value of full length piles and steel cut-offs 20 feet or longer. State personnel assigned to the projects noted did not comply with these instructions and a proper accounting was not made.

Similar findings have been reported on several occasions but corrective action has not been taken. However, the state has taken steps to clarify their procedures. On 5/7/65 and 5/20/65 procedures were prescribed for the control of surplus and salvaged materials. The effect of these instructions will be determined on subsequent audits. We believe the failure to comply with the stated procedures indicates a lack of effective surveillance of project activities by State Highway Division and Headquarters personnel.

* Sevenoaks - Jackson St Bdge (Klamath) Contr 5831
McAndrews Rd Olng, Contr 5882

** Multn Co. Line - Cascade Locks Sec Contr 5829

RECOMMENDATION

A deduction from the participating costs claimed on the following projects is recommended. This action will recover the value of materials not incorporated into the projects.

Project	Deduction Recommended
I-5-1(23)28	$ 102.00
I-80N-2(20)39	9991.90

Reference:

Section 121 - Title 23
Section 1.18 - Regulations and Standards

Surveillance of project activities should be strengthened to assure compliance with the policies and procedures of the State Highway Department.

Audit Report 66-832 D
66-835-5

PART II - FINDINGS AND RECOMMENDATIONS

ITEM B - DEFICIENCIES IN ACCOUNTING FOR PILING COST AND CREDITS

FINDINGS

The Oregon State Highway Department contract provisions specify payment to the contractor of "order length" for piling. In accordance with an understanding between the State and Public Roads Division Office, instructions were issued to State Bridge Engineers that steel pile cutoffs of 20 feet or more, and full length timber piling not incorporated in the project would require credit to the project at the unit price paid the contractor. Normal Highway Department procedures are to maintain piling records in "Pile Books", during the course of construction. This record shows length of pile in leads, length of cut-off and length driven under structure and other related pile driving information.

1. Project UF-115(14) - Completed 9-24-64 - Pay Item No. 29
   Pile records normally maintained by the State were not prepared for timber piling used on this project. Entries made in the pile book indicated that random sample measurements were made of stored piling which averaged 70.4 to 70.5 feet in length. The records stated that piling was stored in the water and on shore and it was not possible to measure all of it. The State paid the contractor on the order lengths of 119 piles, 70 feet in length, for a total of 8330 lin. ft. The records did not indicate that the piling was driven.

   Unsupported costs, 8330 lin. ft. @ $1.20 = $ 9,996.00

2. Project I-5-6(32) - Completed 11-6-64
   a. Pay Item Nos. 7, 27, 48 and 66 - Furnish 10 BP 42 Steel Piling
   The contract provided for the use of State owned piling located at specified storage locations, and the contractor was to furnish the additional piling necessary. The contractor was to haul the State owned piling to the project, assemble the sections into order lengths and incorporate the piling into the project.

   The contractor did not assemble the piling into order lengths as specified in the contract but used the State furnished material in conjunction with contractor furnished material. The commingling of State and contractor owned materials resulted in the loss of identity of ownership. Although the State prepared an elaborate analysis for the placement, use and disposition of each pile, pile cutoff and pile section, both State and contractor furnished, the records did not provide accurate information to determine the pay quantity. The amount allowed the contractor included 104.0 feet of piling cut-offs which could not be identified and 138.5 feet of piling which represented the difference between the State furnished material received at the jobsite and the State furnished material used, as reflected on the analysis referred to above.

Youngs Bay Br Contr 6147
"B" "C" "D" & "E" Strs Bankhead-East Bank Interch Contr 6044

Item B - Continued

These deficiencies and their causes detailed above resulted in the inability to determine from the records the amount eligible for Federal participation in accordance with the Division Engineer's Policy Memorandum dated 3-23-62. The piling incorporated into the project and eligible for Federal participation is computed as follows:

Total piling incorporated in the project			137,489.2	lin.ft.
Less State furnished piling used			15,541.5	"
Total contractor's piling incorporated in project			121,947.7	lin.ft.
Total piling paid contractor	124,701.3 L. Ft. @	$3.10 =	$386,574.03	
Total contractor furnished & placed	121,947.7 L. Ft. @	3.10 =	378,037.87	
Unsupported cost	2,753.6 " " @	3.10 =	$ 8,536.16	

b. Pay Item No. 8 - Furnish Timber Piling
Order lengths for Bents 3, 4 & 5, established by the State, were 42 - 105 foot, 48 - 80 foot and 54 - 75 foot pile lengths. Pile lengths listed in the "leads" per pile records, for the three bents were from 80 to 95 feet; 70 to 80 feet and 73 to 10 feet respectively. The State paid the contractor on the order lengths in accordance with contract provisions. The pile records disclosed that the contractor did not furnish all the specified order lengths. The unsupported costs which also represent an overpayment to the contractor, are as follows:

Total paid contractor -	12,300 L. Ft. @	$0.70 =	$ 8,610.00
Total furnished per Pile Book	11,586 L. Ft. @	0.70 =	8 110.20
Total unsupported -	714 L. Ft. @	0.70 =	$ 499.80

The cause of this discrepency is the non-compliance with the contract, to supply proper order lengths of piling and failure to reconcile the final pay quantities with the source records. Reference Section 1.18 Regulations and Standards - Title 23 Highways.

c. Pay Items No. 29, 49, and 68 - Furnish 13-in Prestressed Piling.
The Pile Records revealed that substantial cut-offs were made on Octagonal Prestressed Concrete Piling. Pile Book for structure "C"-"NE" Bent #21, lists cut-offs of 42.0 and 37.0 feet; Bent 23, lists cut-offs of 22.2 feet, for a total of 101.2 feet. Notation on computation sheet stated, "Stockpiled on Job Site - to be picked up, State Force Order #5, 100.0 Lin. Ft.". Structure "D", "SE" Bent #24, lists cutoffs of 38.4 and 44.2 feet. There was no indication in the Pile Records for disposition of these cut-offs. Structure "E" - "L" Bent #1, Pile #8, has notation in Pile Book, "Broken at 17 feet". The pile records did not list a length in the "leads", cut-offs or net length. There was no indication in the records whether a new pile was driven, or if only the 17 feet was the final length necessary. Order length was 60 Lin. Ft.

Item B - Continued

The State Force Order indicated that the pile cut-offs had a salvage value. The salvage value of these pile cut-offs was not determined and the project had not received credit. The detail is as follows:

Structure "C"	100.0 Lin. Ft.	@ $2.70	=	$270.00
Structure "D"	82.6 " "	@ 2.70	=	223.02
Structure "E"	60.0 " "	@ 2.70	=	162.00
Total cost of piling not incorporated in project				$655.02

The cause of this deficiency was due to lack of specific instructions relating to credits for prestressed concrete piling cut-offs. The instructions issued to date cover timber and steel piling only.

* 3. Project I-80N-7(12) - Completed 6-29-64
Pay Item #53 - Furnish 10 BP 42 Steel Piling
The records disclosed that some order lengths of piling were not used because of the utilization of cut-offs. This resulted in the following credit due the project for full length piles not incorporated in the project:

10 - 15 foot piling -	150 L.F.	@ $5.00	$750.00
1 - 50 foot piling -	50 L.F.	@ 5.00	250.00
Total credit due for full length piling			$1,000.00

Total - Item "B" $20,686.93

Generally accepted accounting principles were not observed in determining the "costs of construction" as used in Section 121, Title 23-Highways, para (a). The value of materials salvaged should be credited to the project so that the project cost records will then reflect the true "Costs of construction".

The cause of these deficiencies was the lack of specific instructions for the implementation of the procedures outlined in the State's memorandum to field personnel and the Accounting Division, dated 4-18-62. The subject of this memorandum was "Special Provisions Requiring Piling". The reoccurance of these deficiencies indicates a lack of surveillance at the field and Headquarters levels. This memorandum was superseded by Article 403-3.9 of Bridge Division Construction Manual issued 5-20-65. A memorandum, dated 5-7-65, to field personnel was issued by the State on the subject of salvaged and excess materials. This memorandum details specific instructions for the accounting for all excess and salvaged materials from Federal-aid projects, and the establishment of the salvage value. These revised procedures will correct these deficiencies if properly implemented and controls established to insure compliance.

* Hill Creek - Oxman Sec. Cont 6168

ITEM "B"

RECOMMENDATIONS

1- The amount of $9,996.00 should be transferred to non-participating costs and listed as a non-participating item in the final claim from the Government. Supervisory personnel should review project records, during the course of construction, to verify that field personnel are following stated procedures.
Reference - Section 1.30 - Title 23 - Regulations and Standards

2(a)- Federal participation should be limited to the material furnished by the contractor and incorporated into the project. The amount of $8,536.16 should be transferred to non-participating costs and included as a non-participating item in the final claim from the Government.
Reference - Section 1.18 - Title 23 - Regulations and Standards

(b)- The State should obtain a refund of $499.80 from the contractor, which amount represents the overpayment for piling not furnished. The refund should be credited to the project cost records. The State should transfer the sum of $499.80 from participating to non-participating costs.
Reference - Section 1.18 - Title 23 - Regulations and Standards

(c)- The State, with the concurrence of Public Roads, should establish the salvage value for cut-offs of prestressed concrete piling, if the salvage value is less than the amount paid the contractor. Amount involved: 242.6 L. Ft. @ $2.70 = $655.02
Reference - Section 1.18 - Title 23 - Regulations and Standards

3- The State should enforce their procedures so that credits would be reflected on the cost books and current billings at the time they are due. This will prevent an overstatement of costs on current billings. The amount of $1,000.00 should be transferred to non-participating costs.
Reference - Section 1.18 - Title 23 - Regulations and Standards

The State should enforce compliance with Bridge Division Construction Manual, Article 403-3.9, "Cutting off Steel and Steel Shell Piles", issued 5-20-65 and Instructional letter "Salvage and Excess Materials", dated 5-7-65.

ITEM D - Deficiencies in the accounting for and Application of Credits For Salvaged Materials. Cont'd.

FINDINGS - Cont'd.

is detailed as follows:

Net quantity claimed per final voucher:			
Pay Item #17, Furnish Steel Piling			111,788.0 lin. ft.
Less piling credits			7,987.0 lin. ft.
Net quantity claimed			103,801.0 lin. ft.
Net quantity supported by State's records:			
Total full length piles used per pile driving records			104,821.0 lin. ft.
Less piling credits:			
Credits for excess cut-offs 20 ft. or more in length	831.6 lin. ft.		
Additional credits for cut-offs 20 ft. or more in length (see explanation below)	196.6 lin. ft.		
Credits for cut-offs under 20 ft. in length transferred to project I-5-6(32)303	416.3 lin. ft.		
Total piling credits due project			1,444.5 lin. ft.
Total Net quantity supported			103,376.5 lin. ft.
Difference - Additional credit due			424.5 lin. ft.
Amount of credit due	424.5 lin. ft. @ $3.60		$1,528.20

The quantity of 196.6 lin. ft. shown above for additional credits for cut-offs 20 ft. or more in length resulted when the contractor cut off short pieces of piling prior to driving for his own convenience. This resulted in two or more cut-offs for each pile, each of which were less than 20 ft. in length but when combined were 20 feet or more in length. This condition existed at bents B19, BD4, BD5 and Y2. The State has allowed credit only in those instances where the individual pieces were 20 ft. or more in length. Since the contractor used this procedure for his own convenience, full credit should be given the project for the total amount cut off in those instances where the total cut-off was 20 feet or more. This is in accordance with BPR's policy memorandum of 3-23-62. This deficiency resulted due to a misinterpretation of this policy.

The remaining 227.9 lin. ft. of credit due was caused by failure to compute the credit in accordance with the previous mentioned policy memorandum.

RECOMMENDATIONS:

1. The salvage value of the items detailed in the findings should be determined and deducted from the final vouchers prior to processing for payment, in accordance with Section 121 of Title 23-Highways.

2. The misunderstanding in regard to pile pieces cut off prior to driving should be cleared up with the appropriate State personnel. The amount of $1,528.20 should be deducted from the final voucher prior to processing for payment, in accordance with the BPR's policy letter dated 3-23-62.

Audit Report No. 61-835-39

ITEM III - Project F-325(5) and U-322(5) - Cost Prefix 27-1061

FINDINGS

State field pile records reveal that Steel "H" piling cutoffs of 20 feet and over were made on the railroad overcrossing structure, and that 49 twenty-five foot timber piles were delivered to the State as being too short. In accordance with Bureau letter to the State dated 3-23-62 and the State's instructions to all personnel dated 4-18-62, the contract cost of full order lengths of timber piles and Steel "H" pile cutoffs 20 feet or longer will be credited to the contract and charged to the Division Bridge Superintendent's materials clearing account by the Resident Bridge Engineer on an A-87, Transfer of Costs. No transfer documents were found in the State records for these credits which are due the project as follows:

Steel piling, 101 feet at $4.00 =	$404.00
Timber piling, 1225 feet at $1.30 =	1592.50
Total Credit Due	$1996.50

Field pile records for access overcrossing structure indicated pile numbers 48 to 55 as placed and were paid the contractor for 8 piles, 28 feet long or 224 lin. ft. at $1.30 plus driving of $280.00 or total of $571.20. The pile records did not show the lengths, cutoffs or final length incorporated for these 8 piles. The Bureau Division Engineer by letter dated 1-12-62 limited participation on this structure to damages and elimination of frontage road in the amount of $16,878.00 participating costs. Final cost to the State of this structure was $59,291.60. The unsupported costs of piling, $571.20, is to be included in the amount of costs paid by the State without Federal participation.

+ Willcost & Salem Section

64-835-39

ITEM III

CONCLUSIONS

State Bridge Engineer did not follow the State's procedures as set forth in the State's instructions to personnel dated 4-18-62 in making out a transfer document for credits to the project for subject piles. Advice of the State office engineers who compiled the final voucher stated that they compile the credits for piling from the pile books. They also advise that on new projects a transfer of credits will be processed. Credit is due the project.

RECOMMENDATIONS

The State should be requested to revise their Construction Manual to incorporate the instructions for pile credits dated 4-18-62. The manual does not incorporate any instructions for bridge construction, as such. As the Bridge pile books do not include the ordered pile list which is the basis of payment to the contractor, it is recommended that the State issue instructions to include a summary of ordered piles and also a summary of cutoffs salvaged in each pile book record.

A credit for piles not incorporated into the project is due the Government in the amount of $1,996.50.

ITEM II - Credit for Unused Piling was not Properly Determined.

FINDINGS

The Oregon Highway Department's memorandum of instructions to field personnel, dated 4/18/62, signed by Ivan D. Merchant, Bridge Engineer, reads, "The contract cost of full order list lengths of timber piles, steel "H" section pile cutoffs 20' or longer and steel shells 20' or longer will be credited to the contract and charged to the Division Bridge Superintendent's materials clearing account by the resident Bridge Engineer on an A-87, Transfer of Costs." This memorandum was issued to implement the BPR Division Engineer's policy memorandum to the State dated 3/23/62 regarding excess material from bridge structures.

The audit disclosed a failure to comply with stated procedures on project * I-5-6(43)307. The piling records disclosed that 3 steel pile cutoffs totaling 72.7 lin. ft. remained, and that 24 full length untreated timber piles totaling 1,320 lin. ft. were not incorporated into the structure. The 24 full length untreated timber piles were subsequently sold to Clackamas County for $264.00. The project cost records reflected this $264.00 credit only, and did not reflect the additional credit due as required by the stated procedures. Following is a computation of the credits due for steel and timber piles which were not incorporated into the project:

Pay Item #6 - Furnish 10" BP42 Steel Piling
Cut-offs remaining in excess of 20 lin. ft.

Bent #2	31.0 lin. ft.
Bent #3	20.9 lin. ft.
Bent #18	20.8 lin. ft.
Total Credit 72.7 lin. ft. at $4.00 =	$ 290.80

Pay Item #4 - Furnish Timber Piling

Full length piles remaining at Bents 13 & 14	
24-55 ft. timber piles, 1320 ft. at $.60 =	792.00
Total Credit Due Project	1,082.80
Credit applied to project	264.00
Additional Credit Due Project	$ 818.80

* Columbia Slough Br. Cont. 6255

ITEM II

CONCLUSIONS

The deficiency was caused by a failure to follow the procedures for the accounting for full length timber piles and steel piling cut-offs which were not incorporated into the project. The State's requirements were clear, but were not being enforced by surveillance of District and Headquarters personnel. The project records were adequate to support the credit due, but there was a failure to follow through in the preparation of a transfer of costs to provide for the recording of the credit in the project cost accounting records.

The net cost of the project recorded on the cost accounting records was overstated by $818.80 as detailed in the findings.

RECOMMENDATIONS

The State should strengthen procedures to ensure compliance with their stated procedures for the accounting for materials not incorporated into the project.

The credits detailed in the findings should be recorded in the project cost accounting records and clearly noted on the final voucher (PR-20) when submitted.

ITEM I

FINDINGS (Cont'd.)

Project I-5-6(42)308, Completed 6/3/64

The piling records disclosed that 32 piles paid for on the final estimate were not incorporated into the project. The piles were hauled to a State storage yard. Subsequently, 22 of the piles were sold to Clackamas County for $385.00. The project cost records showed a credit of $385.00 for piling sold to Clackamas County. Following is a computation of the value of the piling salvaged:

55' untreated timber piles,	8 each, 440 ft. at $1.70 =	$ 748.00
65' " " "	24 each, 1560 ft. at $.60 =	936.00
Totals	32	$1,684.00
Credit Applied		385.00
Additional Credit		$1,299.00

* Vision Ave - Sw. 1st Road Interch Str A Contr 6280

ITEM I

CONCLUSIONS

Generally accepted principles of accounting were not observed in determining the "costs of construction" as used in Section 121, Title 23, Highways, paragraph (a). The value of materials salvaged should be credited to the project. The project cost records will then reflect the true "costs of construction."

The cause of this deficiency is a lack of specific instructions and procedures for the documenting and recording of materials salvaged. Although the costs involved were nominal, the problem has been recurring. Similar findings were reported in Audit Reports 65-835-7 and 65-835-12.

RECOMMENDATIONS

The State Highway Department should establish definite policies and procedures for documenting materials salvaged and recording the value of materials salvaged in the accounting records.

Before the final vouchers for the projects noted in this finding are processed, the value of salvage should be established where necessary. The credit should be recorded in the accounting records and clearly noted on each final voucher.

ITEM I - Deficiencies in Accounting for Project Costs and Credits.
Net Amount Involved $115,268.11

FINDINGS

1. Project F-124(22), completed 12/17/62 - A credit adjustment was not made for full length untreated timber piling which was not incorporated into the project but for which the contractor was paid.

The net amount claimed by the State on the PR-20 for untreated timber piling is as follows:

Pay Item 45 - Furnish Untreated Timber Piling		
	10,320 L.F. at $.90 =	$9,288.00
Less Untreated Piling Credit	450 L.F. at $.90	405.00
Net Amount Claimed	9,870 L.F. at $.90	$8,883.00

The total of full length untreated timber piling placed by the contractor as supported by the State's piling book is as follows:

Bent #2	720 ft.
Bent #3	1,170 ft.
Pier #3	1,960 ft.
Pier #4	1,960 ft.
Pier #5	1,050 ft.
Total	6,860 ft.

The net credit adjustment is computed as follows:

Net quantity claimed by State	9,870 ft.
Quantity incorporated into project	6,860 ft.
Credit Adjustment	3,010 ft. at $.90 = $2,709.00

The credit adjustment is further supported in the piling book where it is stated, substantially, that untreated timber piling furnished for piers 1 and 2 were not used. The total ordered quantity for these piers was 3,010 ft., the same quantity as shown in the computed adjustment. The pile book further states that, "These pilings were turned over to State Maintenance Divisions at Gold Beach."

2. Project I-5-4(30)204, completed 10/[illegible]/62 - Contractor's Invoice No. W-8080 for RC-3 asphalt, included in book #4, page 67 of the final records, has a notation by the Resident Engineer that 3.82 Tons of the 22.74 Tons included on the invoice were used on contract 3392, which relates to F.A. Projects I-5-4(35)193, I-105-4(104)195, and S-145(7). The entire amount of the invoice was paid on contract 5478 (F.A. Project I-5-4(30)204) with no reduction for the quantity applicable to contract 5592.

The overclaim on contract 5478 was 3.82 tons at $40.50 per ton for a total of $154.71.

* Myers Creek - Burnt Hill Sec. Cont 5489 Pis b/Rv

ITEM III - Credits for bridge piling not incorporated into the project were not reflected in the cost accounting records.

FINDINGS

Credits for full length steel and timber piling, and steel pile cut-offs 20 feet or more in length which were not incorporated in the projects were reflected on the final vouchers for four projects. The project numbers and the total credits given were as follows:

* I-5-6(31)303	$ 42.00
** I-5-1(42)12	2,281.00
*** I-5-1(40)14	1,019.53
**** I-5-1(24)18	289.26
Total	$3,631.79

The net amount claimed by the State for piling was supported by the basic accounting records. The credit for piling and pile cut-offs not incorporated into the project was given on the final claims in accordance with the understanding between BPR and the State as set out in the Division Engineer's memorandum to the State dated 3-23-62.

The State's memorandum of instruction dated 4-18-62 to field personnel provides for the costs of all piling for which BPR requires credit to be credited to the contract and charged to the Division.Bridge Superintendant's material clearing account. This transfer is to be prepared by the resident bridge engineer on a transfer of costs (form A-87). This transfer of costs has not been made on any of the four projects listed above. Therefore, the cost accounting records do not reflect the net cost of these projects to the State.

* Elliott School Wind Contr 6025
* * 3 Str 57 Ashland-Ashland Contr 6171
* * 4 " " " " " " 6152
* * * 4 " " " " " 6005
* * * * 12 miles N Ashland

ITEM III

CONCLUSIONS

The State has not complied with established procedures for the accounting for bridge piling purchased from the contractor and not incorporated into the project.

RECOMMENDATIONS

The State should establish controls to insure compliance with procedures established by the memorandum of instructions to field personnel dated 4-18-62. This will provide for the reflection of the net cost of the project in the cost accounting records as well as on the final voucher (PR-20).

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Form CO-12
(11-63)
(Previous
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UNITED STATES GOVERNMENT

FOR FILING

Memorandum

I-5-1.(1)301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6576

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 26, 1965

In reply refer to: 08-35.4-DA

11-1-65
REFERRED TO
Litchfield - Morgan - Trenchard
BY ASST. STATE HWY. ENGR. young
Ref. Orig to me

SUBJECT: Oregon Project I-5-6(58)301
East Marquam Interchange Section
Portland Traction Company Railroad Adjustment

By telephone on October 26, 1965, Mr. R. L. Porter, Deputy State Highway Engineer, informed me that a representative of the S.P.R.R. Company had given him verbally the information that the railroad company is not in a position to either accept or reject the offer made in our letter to you dated October 21, 1965, outlining the conditions under which BPR acceptance could be given to the rearrangement of trackage and buildings in the Portland Traction Company yard, and stating that BPR would participate in the cost of the air easement involved if it did not substantially exceed the review appraisal made by your department in the amount of $85,250.00.

Mr. Porter stated that the railroad company representative had made a counter-proposal to the effect that they would be willing to go ahead with an agreement covering the track work and building revisions on the basis stated in our October 21, 1965 letter, with the understanding that the amount to be paid by the state for the air easement would be left for later negotiation, or possible condemnation if a negotiated settlement is not reached.

The counter-proposal has been discussed by BPR representatives in our various offices and it is our opinion that you should go ahead with preparation of an agreement with the railroad company as indicated above. A draft of such an agreement, satisfactory to you and the railroad company, should be submitted to BPR for our review and indication of acceptance prior to final execution. Under such an arrangement we are willing to regard the negotiations for the air easement as a separate matter to be considered later. With respect to later negotiation of a settlement, BPR cannot at this time make a commitment to participate in any cost that substantially exceeds the present review appraisal of $85,250.00. Should negotiations fail and the matter be thrown into condemnation, BPR cannot make a commitment at this time to participate in a court award in excess of the review appraisal of $85,250.00 unless and until the court action is reviewed and approved by the appropriate BPR legal section. As discussed with Mr. Porter this is the same type of legal review

Copy to Rohde 10-29-65

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

that any condemnation suit on a Federal-aid matter is subject to
if circumstances are deemed to so warrant.

RECEIVED
OCT 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1965
FORM E-30X—50M—7-64 SP*6230-734
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1965

SUBJECT:

To:

MEMO TO THE FILE

On Friday, October 15, a meeting was held in Mr. Cooper's office concerning the right of way problem involved in the East Marquam Interchange. Present were members of the Bureau of Public Roads' Regional and Division offices and the Highway Department.

At the outset of the meeting, Mr. French of the Bureau of Public Roads stated that if agreement could be reached on all items of the land under consideration the Bureau could participate fully therein. This would include the re-arranging of the buildings, rail facilities, and new buildings for the Traction Company's continued operation with the waiving of depreciation of buildings and trackage and subject to the provision that the State and the Traction Company were in agreement as to the value of the air rights for the overcrossing. The items involved were then discussed individually as follows:

1. Trackage - The railroad is to re-arrange the trackage by contract methods with the railroad awarding and administering the contract. It was agreed that the railroad was to take out substantial amounts of trackage and replace with a shorter total lineal footage, but with higher weight of rail. The Bureau indicated that they are acceptable to the proposed physical layouts with the work to be accomplished by competitive bidding and that no credit would be required for retired materials.

2. Buildings - The State's proposal now under consideration involved the following:

(a) New office building.

(b) A new warehouse building.

(c) Alteration of the A & P building.

(d) Alteration of the Pioneer Transfer building.

(e) Remove the existing Traction Company office.

(f) Remove the inspection shed.

(g) Fire resistant treatment to three buildings.

(h) Alteration to the welding shop.

The Bureau of Public Roads stated that they were agreeable to replacing of the building functions as outlined above and that the matter of extended service life or betterment would not be questioned, nor would credit for such be required, but they would require a review of the plans and they would not be agreeable to any major upgrading or "gold-plating" of the new facilities.

It was agreed that the State would administer the contract to rebuild or revise the buildings as per plans prepared by the railroad's architect, with the Bureau of Public Roads to participate fully under Interstate regulations.

3. Easement - The Bureau of Public Roads indicated that the value of the air right easement of $85,250 as established by the appraisal of Draper and Burnett is acceptable to the Bureau. The position of the railroad with respect to the easement value was unknown and Mr. Porter was to determine if it was acceptable to the railroad.

It was further agreed that the railroad has uncontrolled use of the property underneath the air right, but that such usage would require the approval of the State and must be in accordance with the Interstate Commerce Commission with respect to storage of materials.

It was further agreed that the State would not proceed under any condition without approval of the Bureau of Public Roads.

ORIGINAL SIGNED
TOM EDWARDS

TE:jwa

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
G. E. Rohde

Form CD-121
(11-63),
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

klabor

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 21, 1965

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

copy handed Rear with inst. to furnish wjo. JBK.

SUBJECT: Oregon Projects I-5-6(14)301 and I-5-6(58)301
East Marquam Interchange Section
Portland Traction Company Railroad Adjustment

Our June 14, 1965 memorandum on the subject project indicated that your proposed draft of an indenture to obtain an air space easement was generally satisfactory but withheld approval pending receipt of views of railroad officials as to whether the form and other features were acceptable.

NOTED F.B. KLABOE

Mr. Moehring's September 23, 1965 letter furnished revised appraisals and a revised appraisal review based on the above mentioned form of easement in the amount of $85,250.00. We concur in your review appraisal.

Subsequent to a September 28, 1965 conference with railroad officials, Mr. Porter's October 1, 1965 letter transmitted copies of the Southern Pacific Company's September 30, 1965 letter providing additional justification to support replacing lightweight track in the manner as shown on the print S.P. Oregon Division Drawing PC-8, Rev. June 9, 1965.

Mr. Porter's October 5, 1965 letter furnished your views concerning increased service life credit in connection with two buildings being replaced.

During an October 15, 1965 conference in your office, which included representatives of our Regional and Washington office, it was agreed that if the railroad was willing to accept the features of the air easement essentially as proposed and the appraised value of $85,250.00 as full settlement for the air easement, other elements of the physical adjustment could be justified in a package deal as follows:

(1) No betterment credit for the heavier weight rail would be necessary.

(2) Assigning the retired lightweight track to the successful contractor without further credit would be acceptable.

Copies to Edwards Rohde Machring Morgan Peterhans Litchfield & Young 10-25-65

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

(3) No extended service life credit would be required for the two buildings being replaced.

It was understood that in connection with the buildings noted in Item (3), no final determination could be made regarding possible betterment credits pending a review of the detailed plans and specification. Based on our October 19, 1965 review of the incomplete preliminary plans it is required that provisions for the P & A roof construction of prestressed concrete tee beams and precast concrete walls should be supported by comparative estimates with a wood frame trussed roof and framed walls and corregated metal siding. If such costs are comparable we would have no objection to use of concrete for walls and roof support. This comparison may be prepared by Mr. Marks and should be reviewed and appropriate recommendations made by your office. Also we note that insulated windows are being considered and it appears that this is a betterment. It is questioned if this window installation is supportable as the existing office building does not have such insulated windows. We have noted several other minor betterment items (such as 4' panel finished walls, additional electrical outlets, outside lights, larger warehouse doors, etc.) which are minor in nature and not considered significant enough to question. The above mentioned major items must be justified if participation in the cost is desired.

We note on the Pioneer Building the architect expects to utilize the existing eastern ramp door on the revised building end. We assume that salvage credit covering all removed building improvements will be obtained in the contract by incorporating into the specifications a clause that gives all salvageable material to the contractor.

We note that costs for two end unloading ramps, fire proofing of engine house, and welding shop alterations are items that should also be included in the agreement as outlined in the September 7, 1965 letter from the railroad.

We suggest that if the overall package is acceptable to the railroad, consideration be given to supplementing the incorporation of PPM 30-3 by reference in the agreement by also incorporating the three understandings noted herein.

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OCT 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 80M 2-65
RECEIVED
OCT 21 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WALDPORT
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 20, 1965

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: PP&L Co. Conflict
E. Marquam Interchange Section
Pacific Highway
Multnomah County
Project No. I-5-6(41)301
Contract No. 6576
YOUR FILE: PD 9 - PD 18 (D)

Gentlemen:

Our letter of August 11, 1965 authorized you to proceed with work to be performed by company forces as of August 3, 1965 and to advertise for bids on that portion to be contracted.

This will confirm Mr. Hesla's verbal concurrence in the award of the contract portion to Robinson Bros. Construction, Inc. for a lump sum of $3,146.40. This concurrence is with the understanding your contract with Robinson Bros. includes Appendix "A" of Civil Rights Assurances, copies of which have been previously furnished you.

Reimbursement for work performed subsequent to August 3, 1965 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
A. E. Johnson
Robert Shotwell
Don Haller
Jack Hesla

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OCT 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 18 1965
FOR FILING

I-5-6(41)301

5 & 16

October 15, 1965

Mr. R. C. Nissen
Assistant Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Dear Mr. Nissen:

This is in confirmation of our telephone conversation of this date relative to the highway right-of-way problem across Portland Traction Company property at the east end of the Marquam Bridge in Portland.

Mr. Williamson's letter to us dated September 27, 1965 (which we received on September 8) outlined a proposition covering the cost of track adjustments and building rearrangements that we have discussed with the Bureau of Public Roads. We have today received tentative approval from that agency to this proposition provided the Portland Traction Company will grant the necessary easement at the State's appraised value for the highway right-of-way. The amount of this appraisal is $85,250, which is based on the form of easement which was handed to your Mr. Kruttschnitt on September 28.

The Bureau's acceptance on this matter is conditioned upon all of the above features being incorporated into one understanding or agreement. May we have your early consideration of this proposition as the completion of the East Marquam Interchange is dependent on these railroad adjustments.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. F. B. Klaboe
Mr. Victor L. Wolfe

RECEIVED
OCT 13 1965
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PHONE 639-3141

Fought & Company Inc.
STEEL FABRICATION
PORTLAND, OREGON

Mail Address
P. O. BOX 4248
PORTLAND, OREGON 97208

October 12, 1965

REFERRED TO
Admin
BY SECRETARY

Oregon State Highway Commission
Salem, Oregon

Reference: East Marquam Interchange
Unit No. 1
Our Job No. 500, Drawing 151

Gentlemen:

This is to certify that the butt joint splices made in the expansion joint pieces D8 and D10 were made with full penetration welds and ground flush.

Very truly yours,

FOUGHT & COMPANY, INC.

Dale Garrett
Quality Control

DG:n

orig & Merchant
copy to Edwards
10-13-65

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 13 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 1 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

5-6(41) 321

6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 7, 1965

Mr. Norman Druliard
City Engineer
CITY OF PORTLAND
City Hall
Portland, Oregon 97204

NOTED
F. B. KLABOE

ATTENTION: Mr. Carl Short

Dear Sir:

In connection with our construction of the East Marquam Interchange, it is necessary for the Portland Traction Company to relocate facilities, including trackage and unloading docks.

The proposed tracks have been staked in the field and Mr. A. W. Kilborn, Superintendent of the Southern Pacific Railroad Company, who at the present time is handling negotiations for the Portland Traction Company, has advised this office that in order to have access to the proposed unloading dock, it will be necessary to utilize S. E. 4th Street, which at the present time is undeveloped and is an extension of S. E. Union Avenue. To use S. E. 4th Street, it would be necessary to relocate the cyclone fence around the City of Portland Police Department Parking Lot for abandoned automobiles, which at the present time occupies the large portion of 4th Street in this area.

The actual relocation of the Portland Traction Company facilities is subject to approval by the Bureau of Public Roads, and at the moment final approval has not been received.

The Southern Pacific Company has requested negotiation with the City of Portland for the removal of the above fence, and in our recent conversations you have indicated that if the usage of 4th Street is necessary the fence will be removed.

NOTED
R. L PORTER

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:ds

cc: Mr. A. W. Kilborn
Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. Rbt. Shotwell

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OCT 8 - 1965
FOR FILING

I-5-6(41)301
6:16

October 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: OR-35-EC, Oregon Project
I-5-6(58)301, East Hayden
Interchange Section, Portland Traction Company,
Railroad Adjustment

Dear Sir:

In your memorandum dated September 29, you requested additional information regarding the consideration of the increased life credit for buildings as follows:

(1) Cost of moving A & P building to location presented under current plan;

(2) Cost of moving Portland Traction Company office to location under current plan with any necessary modifications;

(3) Appraised valuation for outright purchase of Flynn building excluding the P. T. office.

You have already received a copy of Mr. Kiehne's May 24, 1963, letter to Messrs. Adams and Kendrew.

We do not feel that the estimates you request can be realistically evaluated due to the following reasons:

(1) The move of the A & P warehouse could not be made with the tenants in the building, and we know of no solution to that problem other than the construction of a temporary warehouse building. The cost of such a building would be extremely difficult to determine for the reason that there is no room in this crowded area to put it without getting into considerable truck relocation, et cetera. We submit that all these costs combined would more than equal the cost of a new warehouse.

(2) The move of the Portland Traction Company office building falls in somewhat the same category as that of the A & P warehouse. It contains the office, toilet facilities and some storeroom space for the Flynn warehouse which is attached. Furthermore, it is anticipated that it will be used after the new office building is constructed for temporary office quarters for the Pioneer building operators, as well as serving Flynn until they are resettled. The premise that Flynn is noncperating is faulty, and we do not subscribe to the idea that they can be put out of operation without severely damaging the entire railroad company.

We also seriously question whether or not this building can be moved with the tenants continuing to occupy it. (See Mr. Klaboe's letter of May 24, 1963.) To provide temporary quarters would be very expensive due to the need to keep the communications system in continuous operation.

(3) The appraised valuation of the Flynn building would not be meaningful due to the complication between it and the office building.

(4) The procedure of handling increased life credit (or betterment) has been recently modified by the Army Engineers and the Bureau of Reclamation to the extent that the Government is obligated to participate in betterment as long as said betterment consists only of building to present day standards. Since the Railroad is satisfied with what they now have and since they are altering their facility to accommodate the State, and further, since we believe that our plan is the most equitable one for all concerned, the State or Railroad should not have to pay for betterment or extended life, if any. We further believe that the Parsons, Brinckerhoff, Quade and Douglas analysis of this problem will support the Railroad's proposal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Mr. Forrest Cooper
Mr. F. B. Klaboe
Mr. Victor D. Wolfe
Mr. F. D. Morgan
Mr. L. H. Young
Mr. T. W. Litchfield
Mr. A. E. Johnson (Encl.)

FBK:arb

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 29, 1965

In reply refer to:
08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

KLABOE

SUBJECT: Oregon Project I-5-6(58)301
East Marquam Interchange Section
Portland Traction Company Railroad Adjustment

Supplementing our September 21, 1965 memorandum on the above subject and confirming my discussions of this date with Mr. Porter, we have requested additional information regarding the consideration of the increased life credit for buildings which remained unresolved at the September 28, 1965 meeting with railroad officials as follows:

(1) Cost of moving A & P building to location proposed under current plan.

(2) Cost of moving Portland Traction Company office to location proposed under current plan with any necessary modifications.

(3) Appraised valuation for outright purchase of the Flynn building excluding the P.T. office.

A copy of your Mr. Klaboe's May 24, 1963 letter to Messrs. P. A. Adams and E. A. Kendrew referred to in the Southern Pacific Company's April 19, 1965 letter also was requested.

The sum of the above three items would be utilized merely for comparative purposes with the items noted in Mr. Marks' estimate as follows:

(a)	Build new PT office	$ 47,077
(b)	Build new AP building	139,173
(c)	Alter old A & P building	8,958
(e)	Remove old PT office & Flynn building	6,500
(g)	Fire-resistive treatment for old A&P bldg.	7,841
		$209,549

If the sum of the alternative three items should be substantially less than the $209,549, or if Mr. Klaboe's letter had indicated that the PT office either was required to remain in place and in service

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

until a new structure could be placed in service or could not be moved as a unit intact, then it may be desirable to develop an estimate for constructing a new PT office which, as purported by railroad officials at the meeting, would replace the function of the original office rather than accept a reduction in function. Of course we are assuming that the $209,549 figure does not include betterments, however we have no way of making this determination until preliminary building plans are reviewed.

You were also reminded that you should furnish the railroad with a copy of Appendix A of your May 7, 1965 Civil Rights assurances for insertion in its contract for track work, and that it will be necessary for the railroad company to agree to not discriminate in its choice of contractors.

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OCT 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 5 - 1965
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I-5-6(41)301

6576

October 1, 1965

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Attached are two copies of a letter we received on this date from the Southern Pacific Company relative to our September 28 discussion on the Portland Traction problem.

I hope this material will be beneficial to you in approving the Railroad's proposal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

[redacted]
att.

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
D. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

September 30, 1965

911700/323
O-PD-62-9

AIR MAIL

Mr. Forrest Cooper (2)
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

This is in confirmation of understandings reached during meeting in your office on September 28, attended by representatives of the Oregon Highway Department, Bureau of Public Roads, Union Pacific and Southern Pacific, about adjustment of Portland Traction Company facilities incident to construction of the East Marquam Interchange in Portland.

It was agreed that we would again summarize some of the factors which dictate the use of 90-lb. track material in lieu of attempting to replace the existing weights in kind. While many of the matters discussed below will be repititious of earlier correspondence and understandings, we shall restate them at the request of the BPR representatives.

It must be realized that the rearrangement of the yard required by your highway construction will result in considerably less track footage than is now in place. The restriction of the yard operation to an area smaller than that now occupied will mean that the fewer number of tracks in the relocated position will receive much more concentrated usage. For example, certain tracks now used principally for freight car storage purposes will become an integral part of the

switching yard and therefore certain turnouts - not now extensively used - will become frequently used. This explains why we find it necessary to replace turnouts of sharp angles and light weights with flatter angles and heavier weights even though no other rearrangement of them is contemplated.

In our letter to you of April 19, 1965, we pointed out that the present facility is composed of a multitude of light weights of rail and sharp turnouts. While it would be entirely feasible to continue this yard in operating condition for many years with normal maintenance, the requirements of the reduced version of the yard are such that this light rail could not be physically relocated. The existing turnouts are simply not compatible with the tight yard design dictated by your footings and with the more concentrated use which the individual tracks will receive.

As also pointed out in our April 19 letter, replacement in kind for these light weights of rail is not generally available in the open market. The track relocation proposal sent you with our letter of September 7 was predicated on the use, where necessary, of 90-lb. material, which is the lightest weight of rail currently being rolled, except on special order.

Were Portland Traction to rearrange a yard in this manner for its own account, material no lighter than 90 lbs. would be used, principally because of the shortage of lighter weights. Both we and the Union Pacific have experienced cases where industries wishing to build lightly-used spur tracks have gone into the market attempting to purchase relay grade of light rail. Usually, they accept the railroad's original recommendation and end up using 90-, 110-, 113-lb., or heavier, only because the lighter weights are not available.

The over-all relocation plan which is now before you was developed at your request and approved by your letter of January 29, 1965, following a study by two nationally-known firms of consulting engineers retained by the State to investigate the economics of various schemes. We have been given to understand that both of these firms concluded that the presently proposed plan and procedure would be the most economical and would result in the least expenditure of public funds.

We trust that this will give you all information necessary to progress this matter to a conclusion.

Yours very truly,

R. M. Williamson

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OCT 1 1965

FOR FILING
I-5-6 (41) 301
651

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 28, 1965

SUBJECT:

To: Memo to File

On this date, a meeting was held in the office of the Highway Engineer to discuss the matter of securing right-of-way across the property of the Portland Traction Company in connection with the East Marquam Interchange. The following persons were in attendance:

Representing the Union Pacific Railroad:

Roland Haacke	District Engineer
H. B. Durrant	Division Engineer
A. V. Didier	Assistant Division Engineer
L. J. Bergmann	Attorney
F. W. Deakin	Assistant Engineer

Representing the Southern Pacific Company:

H. K. Koberstein	Projects Engineer
T.H. Kruttschnitt,Jr.	Public Projects Engineer

Representing the Bureau of Public Roads:

B. M. French	Regional Engineer
H. B. Stanley	Regional R/W Engineer
T. Dec	Engineering Coordinator

Representing the State Highway Department:

Forrest Cooper	State Highway Engineer
R. L. Porter	Deputy State Highway Engineer

At the request of Mr. Dec, we informed the Railroad people that our appraisals for the easement were in the $85,000 range. Copies of the easement upon which the appraisal was based were given to the Railroad people. The Bureau requested, and Mr. Kruttschnitt

Memo to File
September 28, 1965

agreed to furnish, further justification for the use of 90-pound steel and switches in the proposed track rearrangement.

There was considerable discussion between Bureau representatives and Railroad representatives as to the extended life of buildings under the proposed building rearrangement. It was the position of the Railroad people that the highway right-of-way is being forced upon them; it is not a matter of their choosing; and they will not assume any cost of the building rearrangements even though the buildings may have some extended life.

It is my understanding that the Bureau of Public Roads will review the matter and try to recommend to the Washington office that the Railroad's position is sound. I believe the meeting was at least partially successful; that some ground was gained; and I am sure there is a better understanding of each other's problems.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

MEETING RE EAST MARQUAM BRIDGE RAMPS (PORTLAND)
WITH REPRESENTATIVES OF UNION PACIFIC, SOUTHERN PACIFIC
BUREAU OF PUBLIC ROADS AND STATE HIGHWAY DEPARTMENT

Salem, Oregon
September 28, 1965

Roland Haacke	UPRR, District Engineer
H. B. Durrant	UPRR, Division Engineer
A. V. Didier	UPRR, Assistant Division Engineer
L. J. Bergmann	UPRR, Attorney
B. M. French	BPR, Regional Engineer
H. B. Stanley	BPR, Regional Right of Way Engineer
T. Dec	BPR, Engineering Coordinator
Forrest Cooper	State Highway Engineer
R. L. Porter	Deputy State Highway Engineer
F. W. Deakin	UPRR, Assistant Engineer
H. K. Koberstein	SP, Projects Engineer
T. H. Kruttschnitt, Jr.	SP, Public Projects Engineer

S-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

September 27, 1965

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
911700/323
0-PD-62-9

Air Mail

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

Reference is made to our letter to you of April 19 and your reply of April 22 in connection with the proposed adjustment of Portland Traction Company facilities incident to construction of the East Marquam Interchange in Portland.

As we have previously pointed out, the existing light weights of rail and sharp turnouts would have practically no value if taken into Portland Traction store stock. Certainly, the Railroad cannot be expected to credit the project with these items of material at the price of similar items of new material, as required by Paragraph 10.d. of PPM 30-3, as such credits would bear no realistic relationship to the market value of the retired materials.

In order to develop a realistic estimate of the actual out-of-pocket cost of the track rearrangements made necessary by the highway project, we invited a reputable railroad contractor to submit a proposal to furnish all required material (except ties), perform all necessary work, and recover all unusable material. Attached are two copies of M. L. Sines Railroad Construction Co. proposal of August 7. Also attached are one print each of S.P. Oregon Division Drawing PC-8 and Portland Electric Power Company (predecessor of Portland Traction) Drawing CC-136. The first drawing shows the rail and turnouts in the "after" condition and the second one shows the existing weights of rail, most of which cannot be re-used for the reasons outlined in our letter of April 19.

Mr. Sines' proposal is based on Portland Traction Company furnishing all required ties. It is anticipated that approximately 50% of

the switch ties and 30% of the cross ties will require renewal. In order to recognize the increased life from the renewal of ties, we are willing to recommend that P.T. Co. assume 85% of the cost of ties replaced in accordance with Paragraph 10.d.(3)(b) of PPM 30-3. Based on Mr. Sines' proposal, the total estimated cost of the track work can be stated as:

M. L. Sines' proposal of 8/7/65	$ 265,720.
30% cross tie renewal, incl. cont.	3,580.
50% switch tie renewal, incl. cont.	7,015.
Engineering - Track work	5,340.
Inspection - " "	7,500.
Engineering additives	4,490.
Contract bond and insurance	13,000.
Total track work	$ 306,645.
Less 85% tie renewal	9,005.
Net cost to State	$ 297,640.

Mr. Raymond O. Marks, the architect employed by Portland Traction Company with your approval, has now completed certain preliminary estimates of cost of the work on the various buildings. While these estimates do not include items such as the two end unloading ramps, they are stated below:

(a)	40'x64' Portland Traction Co. office building	$ 47,077.
(b)	40'x258' Warehouse building, plus 25'x60' office areas at each end	139,173.
(c)	Alteration to A&P building	8,958.
(d)	Alterations to Pioneer building	13,418.
(e)	Removal of existing P.T. office and warehouse building	6,500.
(f)	Removal of inspection shed	1,000.
(g)	Fire-resistive treatment for:	
	A&P building	7,841.
	Pioneer building	4,182.
	Engine house	5,457.
(h)	Welding shop alterations	3,000.
		$ 236,606.

Estimates (a) and (b) above are based on the use of precast, prestressed concrete sections and panels. Mr. Marks has determined that construction of this type compares very favorably with costs of other suitable types and has the added advantage of quick availability from commercial sources in the Portland Area.

Mr. Forrest Cooper
State Highway Department

It should be understood that the above estimates do not include all items that will appear in the construction agreement, as they do not include engineering, inspection, flagging, etc., required by the highway construction.

As previously discussed with you, we are proceeding on the basis that Portland Traction Company will contract the track work after the receipt of competitive bids. After the architect has completed his work, we propose to furnish complete plans and specifications for the building work to you, on the understanding that the State will directly award a contract for this work.

If the foregoing is acceptable, we will undertake preparation of a construction agreement on this basis.

Yours very truly,

H. M. Williamson

Attch.

RECEIVED
SEP 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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[illegible]
COMMISSION

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SEP 27 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-5-6(41)321

6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 23, 1965

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

SUBJECT: File No. 28365 - Portland
Traction Company
Russell Street-Curry
Street Section
Pacific Highway
Multnomah County

Dear Sir:

Submitted herewith are revised appraisals and revised review on the above file.

It is requested that you advise this department if you will concur with the appraisals and review as submitted.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

D. H. MOEHRING
Right of Way Engineer

NOTED
F.B. KLABOE

CES:mc

cc: G. E. Rohde
F. B. Klaboe
L. H. Young
M. R. Mitchell

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SEP 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 30 1965

Form CS-120 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-6(41)301

6576

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 21, 1965

In reply refer to:

SUBJECT: Oregon Project I-5-6(58)301
East Marquam Interchange Section
Portland Traction Company Railroad Adjustment

Mr. Porter's September 9, 1965 letter transmitted the Southern Pacific Company's September 27, 1965 letter (misdated) along with preliminary sketch maps and estimates covering the rearrangement of Portland Traction Company facilities made necessary by the East Marquam Interchange. The railroad's April 19, 1965 letter and your reply of April 22 were obtained subsequently.

Our December 21, 1964 memorandum concerning Project I-5-6(41)301 indicated that the preliminary plans for adjustment of the facilities were acceptable. We note only somewhat minor changes in the revised sketch of adjustments now furnished. Though the preliminary estimated cost of such adjustments is considerably higher than previously contemplated, it is understood that actual costs will be based on competitive bids. Furthermore, other factors such as proposed use of heavier weight rails has influenced this increase. Even though the existing facility does not appear to have been specifically designed for the current operations, if any such betterment is achieved at a cost not greater than replacement of the function without betterment, no credit would be required. Possibly this is the point the railroad has attempted to make in the fourth paragraph of its April 19 letter. Such further clarifying justification would particularly be needed to partially support provision of heavier materials beyond the limits of actual adjustment in alignment as shown on the previous acceptable plan. Credit for the retired lightweight materials also could be based on other than the market value mentioned in the second paragraph of the railroad's September 27th letter under subparagraph 10d of PPM 30-3.

We are pleased to note that the railroad, contrary to its previous views, is now willing to recognize some increased life credit in the adjustment of the trackage. Though no comment is included in the most recent correspondence concerning some comparable credit regarding the buildings, we note that the railroad recognizes the

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

fact that the estimate is incomplete. In addition, though we have not received your proposed reimbursable cost for the air space easement, it would appear that such an amount could be utilized in whole or in part as an offset of any increased building life credit, with little or no financial outlay of the Portland Traction Company.

The implied cooperative attitude of the railroad indicated in its most recent correspondence is commendable. We believe that a conference should be arranged in the near future to iron out some of the minor details remaining unresolved in order to expedite construction of this highly critical project. In addition, we suggest that consideration be given to the possibility of making arrangements for a representative of one of the consultants previously employed to attend such a conference.

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SEP 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 8 - 1965
FOR FILING

Form E-200—634

I-5-6(41)301

6 16

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 27 1965
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name East Marquam Interchange Unit Date Sept. 14, 19 65

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Bros. Contractors, Inc. F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert Ave., Portland, Oregon Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Cut remove end of present concrete pavement to expose reinforcing steel.
Remove existing concrete curb on SE line.

1. Equipment rental rates shall be in accordance with State AGC agreement.
2. Percentages allowable to contractor in accordance with executed contract for this project.

Location by station numbers:

Remove present conc. pavement at L Sta 411
Remove existing curb at SE Sta 20+10

Estimate of quantities and cost:

Labor	$400.00
Equipment	300.00
Materials	50.00
TOTAL	$750.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") No steel was exposed at south end of present pavement. Necessary to cut pavement and expose the steel for continuous reinforcement. Work started Aug. 27. Work necessary to prevent hold up of concrete pour. Salem office gave verbal permission to proceed. Remove approximately 60' of existing curb on the southerly end of the SE line. Curb has settled. Grade line adjustment would produce sharp angle and reduce exposure. Curb has not been removed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4121,177.06
Present estimate of project cost, including $ 750.00 for work under this order	$3984,232.14
Expected under-run ~~over-run~~ amount	$ 136,944.92
Expected under-run ~~over-run~~ per cent	3.3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. S. Shotwell, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Asst. ~~Chief Engineer~~ Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Assistant Division Engineer

Approved /s/ L. H. Young, ~~Chief Engineer~~ Office Engineer.

State Printing O.K. JS

FORM E-183X (5OH 2-66)

RECEIVED
SEP 10 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(41)
301

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 9, 1965

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

Re: Special Provisions
E. Marquam Interchange Section
Pacific Highway - Multnomah County
Contract No. 6576
Project No. I-5-6(41)301
YOUR FILES: 323(9) and PT-322
O-PD-62-9

Gentlemen:

We have studied the objections to our Special Provisions you raised in your letters of November 17, 1964 and April 27, 1965 and now wish to state our position on this subject. With regard to railroad protective personnel, it is our view that the railroad's Engineer-Inspector is performing protective work when he makes routine inspection to assure that the interests of the railroad are being safeguarded. He is performing engineering work when he is inspecting the construction of the railroad roadbed or structure on which tracks will be placed. Our Resident Engineer will make the determination of the time the Engineer-Inspector is performing protective work and this time will be charged against the lump sum as set forth in the Special Provisions. We do not intend to charge 100% of the Engineer-Inspector's time against this lump sum.

We agree that the last paragraph on page XXVII is inconsistent with the sixth paragraph on page XXVIII. Steps have been taken to eliminate this inconsistency on future contracts.

We further agree that on page XXV we have deviated from past practice with the Southern Pacific Company with regard to the contractor's application for haul road crossings. Inadvertantly the language we normally use in contracts involving the Union Pacific Railroad Company were included in these Special Provisions and we have taken appropriate steps to eliminate this difficulty on future contracts.

We do not intend to change the section on "Relations with Railroad" on an individual job basis if we can agree on a standard form. Attached hereto you will

find two copies of a portion of the Special Provisions of the Orchard Heights Road-Edgewater Street Section, copies of which were sent to you with my letter of June 9, 1965. Please review this carefully and return to us a copy with your comments. From this we will prepare a standard form which will be used in all our contracts involving Southern Pacific Company. You will note the last page of this transmittal is for the Oxman-Bubbs Ranch Section. This is included since it contains a minor revision which we intend to incorporate into our standard form. You will also find attached two copies of our railroad protective liability form as revised on August 1, 1965. This is now a standard form and included with all our contracts on which railroads are involved.

In our conference on September 2, Mr. Jenne and Mr. Kruttschnitt requested the first paragraph on page 9 be altered to require the contractor to submit insurance policies to the State rather than to Mr. Kendrew in Portland. This is now being taken under advisement and you will be notified when a decision is reached.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachments

cc: Southern Pacific Company - Portland

R. L. Porter (w/copy of SP letters)
Tom Edwards " "
F. B. Klaboe " "
L. H. Young (w/copy of SP letters and Specifications)
I. D. Merchant (w/copy of SP letters)
V. G. O'Neil " "

RECEIVED
SEP 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

April 27, 1965

CONSTRUCTION DIVISION
RECEIVED
APR 30 1965

IN REPLY PLEASE REFER TO
323(9)

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

Please refer to our letter of November 17, 1964, which was written following a conference held in your office on October 7 for a general discussion of Railroad-State Agreements.

A few days ago, we somewhat reluctantly indicated approval of your contract special provisions involving facilities of the Portland Traction Company on the East Marquam Interchange unit of the East Bank Freeway at Portland. While we realize that this particular job does not directly affect Southern Pacific, we assume that this new format of special provisions is something you may wish to use on Southern Pacific projects in the future. Before it goes too far, we thought it best to write you, outlining some of the objectionable features we foresee.

We note that, in spite of the observations in our letter of November 17, you are still designating the engineer-inspector within the term "protective personnel."

At the bottom of Page XXVII, you indicate that the cost of all necessary personnel provided by the Railroad shall be borne by the contractor. This seems inconsistent with the sixth paragraph on Page XXVIII, where you say that the State will bear the cost of such services up to the limited amount of $7,000.00.

Page XXV contains a complete deviation from past practices where you indicate that any private crossing granted by the Railroad for the use of the contractor will be granted to the State and that the State will then, in turn, pass on to the contractor all privileges and conditions contained in such a private crossing agreement. Our standard private or haul road crossing agreements very properly contain a provision that the contractor is to fully indemnify the

Railroad against all claims of damage arising from his use of such a crossing. We are wondering if the State, especially where Federal Aid funds are involved, is legally able to accept such an indemnification provision.

Your minutes, dated November 6, of the October 7 meeting indicate agreement that Exhibit "B" would continue to be included in the Railroad agreements as it has been in the past and that the State would include in its contract special provisions the substance of Exhibit "B". As we have pointed out to you previously, if you are going to change the section on Relations with Railroad on an individual job basis, it places on us an unnecessary burden by virtue of having to carefully review the special provisions for each individual contract. For many years past, we have been getting along very satisfactorily by standardizing on those sections of your contract special provisions affecting the Railroad, and we think we should continue to do so.

If you have reason to hereafter deviate from the standardized sections, we believe it would be to our mutual advantage if we could agree within the near future on standardized sections, with the understanding that they would not be deviated from in the future without specific notification to each of the parties.

Yours very truly,

Hugh Williamson

S-2758

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

November 17, 1964

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
323 (9)

CONSTRUCTION DIVISION
RECEIVED
NOV 20 1964
NOTED

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

Messrs. Jenne and Kruttschnitt acknowledge receipt of their copies of your memorandum, dated November 6, of the conference held in your office on October 7 for a discussion of Railroad-State Agreements.

We agree with the points enumerated on page 2, with the exception of the last sentence of No. 1 - "The State will include railroad inspection work as part of the railroad protective work to be performed by the railroad." Read in context with the balance of No. 1, it appears from the quotation that your Special Provisions will notify the bidders that our engineer-inspector will be considered in the same general category as "watchmen and flagmen" and that the Contractor will have to pay the inspection costs should they and the flagging costs exceed the specified sum to be borne by the State.

This is not in accordance with our notes of the October 7 conference held in your office and represents a deviation from past practice which we do not think will be advantageous. It also does not appear to be contemplated by PPM 30-3.

This PPM appears to differentiate between the two types of protective services and this was also the theme of our remarks at the conference. For example, Paragraph 13 a. provides for direct reimbursement for "the services of inspectors ....", while a following sub-paragraph - 13 e. - deals with reimbursement for flagmen required to insure safety to the movement of railroad equipment during the Contractor's operations. Paragraph 13 f. provides that bidders be notified of protective services which will be required "during periods of hazardous conditions created (by the Contractor) during performance of the work", including clearances, conditions of construction, employee classifications and rates of pay, etc. Our standardized Exhibit "B" was prepared accordingly, and lists those types of railroad employees which may be required for protection <u>against the Contractor's operations</u>.

As we pointed out to you, the engineer-inspector performs many functions having no direct relationship to the Contractor's activities. He is primarily the liaison between the State and the Railroad in much the same manner as your resident engineer is the liaison between the Highway Department and all phases of a particular project. He does not personally control the movement of railroad traffic any more than your resident controls the movement of vehicular traffic through the construction area. Much of our inspector's time is devoted to bookkeeping functions strictly between the State and Railroad, in which the Contractor has no interest whatsoever. We can envision many disagreements over a situation where the Contractor has a contingent financial liability for costs having no connection with the prosecution of his work.

While we cannot presume to dictate the contents of your Special Provisions, it is still our strong recommendation that the costs of our engineer-inspector be borne direct by the State without any reference to the Contractor. For what it is worth to you, one of the other Western States has recently amplified its Special Provisions so that the second paragraph of Section 3 of our Exhibit "B" includes the phrase "but not including the cost of railroad engineering and inspection; shall be borne by the Contractor ...."

Very truly yours,

Hm Williamson
Rd

RECEIVED
SEP 21 1965

FOR FILING
I-5-6(41) 301

6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
August 25, 1965

SUBJECT: East Marquam Interchange
Relocation of Portland Traction Company Facilities

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Enclosed is a copy of a letter from Mr. A. W. Kilborn, Superintendent of the Southern Pacific Railroad Company, together with a plan submitted by them. On this plan is indicated proposed relocation of trackage and an unloading dock in the vicinity of S. E. Union Avenue and S. E. Lincoln Streets. A portion of S. E. Union Avenue adjacent to the Portland Traction Company property is now occupied by the City of Portland Police Department parking lot for abandoned and confiscated automobiles, etc., and is completely fenced. The Southern Pacific Railroad Company is requesting that Union Avenue Extension, or Fourth Street as they call it, be opened up in order that they may have access to their team track and unloading facilities. Mr. Kilborn is requesting that we negotiate with the City of Portland for the removal of fencing in the dedicated street area.

In accordance with our telephone conversation this date, this request is being forwarded to you for further consideration by the Salem office. Instructions for further action by this office is requested.

A. E. Johnson
Metropolitan Engineer

AEJ:sh

Enclosure

cc F. D. Morgan

RECEIVED
AUG 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Copies
Returned to a.E. Johnson
9-20-65 to handle locally.

Southern Pacific Company

251 UNION STATION, PORTLAND, OREGON 97209
DUNSMUIR, CALIFORNIA 96025

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
V. R. RUSSELL
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

PORTLAND TRACTION COMPANY

PT-322
O-PD-62-9

August 12, 1965

Mr. A. E. Johnson
Metropolitan Manager
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

Dear Sir:

In connection with the proposed relocation of Portland Traction Company facilities due to the proposed East Marquam Bridge approaches, we have been negotiating with the State on the relocation of trackage.

The proposed tracks have been staked in the field and it now develops that the cyclone fence around City of Portland Police Department Parking Lot occupies majority of 4th Street, which is an extension of S. E. Union Avenue. In order that we may have access to our proposed unloading dock and team track area, it will be necessary to request the City of Portland to move this fence onto their property outside of 4th Street.

From all indications 4th Street is a public dedicated street and should not be blocked by City fence. Have shown the proposed yard tracks and unloading dock on attached Oregon Division Drawing PE-5 and colored the fence that should be moved by the City of Portland in yellow.

Request State of Oregon to negotiate with the City of Portland on the removal of this fence so that we may have access to our team track and unloading facilities.

Yours truly,

A W Kilborn

METROPOLITAN ENGINEER
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Hwy. R/W Line

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Flynn Forwarding Co.

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Southern Pacific R.R.C.
Property

S.E. GRAND

P.G.E. Property

P.G.E. Property

Southern Pacific R.R.Co.

S.E. GRANT

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AUG 25 1965
SP*6229.734

FOR FILING
I-5-6(41)-201
6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1965

SUBJECT: PGE Agreement with Lord Brothers Contractors, Inc.
E. Marquam Interchange Section
Pacific Highway
Contract No. 6576

To: Mr. F. D. Morgan
Construction Engineer

Attention: Ted Litchfield

Building

As requested in your inter-department letter dated August 3, 1965, we have reviewed the copy of Permit and Agreement between PGE and Lord Brothers, and compared the same with the Special Provisions of our contract with Lord Brothers, and with the agreement between PGE and the State (unless otherwise indicated, references herein to the PGE-State agreement includes the "Agreement," the "Easement," and the "Permit of Entry").

Essentially, the PGE-Lord Brothers agreement grants to Lord Brothers access to the project area, and also the use of four additional areas within PGE's property for use as work areas.

As to access, it is to be noted that PGE, in its agreement with the State, agreed to provide a perpetual easement over its property to provide necessary access to the structure to be built, in addition to the perpetual easement for the structure itself. It was provided that this access "shall be at such locations as may be mutually agreed upon. . . ." No specific locations were ever agreed upon, prior to the time we awarded the contract to Lord Brothers.

Under the Special Provisions of our contract with Lord Brothers (page XXXIII) it is provided in part that "access to the Portland General Electric Co. easement area will be provided by way of the road on the east side of the Portland General Electric Co. property only. Any other access shall be arranged for by the contractor at his own expense."

The above reference in the Special Provisions does not refer to the same "private asphaltic concrete paved road," use of which is granted by paragraph 3 of the PGE-Lord Brothers agreement. Our drawing #20103 shows an

NOTED
TOM EDWARDS

existing PGE road running generally north and south, from near the easterly end of the PGE garage, in the vicinity of the "bituminous macadam road" shown on the plat attached to the PGE-Lord Brothers agreement. I am advised by Mr. Litchfield that our own personnel have conceded that this bituminous macadam road mentioned in our Special Provisions was, as a practical matter, unusable and inadequate for access to the PGE easement area. At any rate, it appears that despite earlier verbal assurances to the contrary, PGE, at the time of the construction conference, refused to allow use of this road for access to the project.

The PGE-Lord Brothers agreement (in addition to the "private asphaltic concrete paved road" mentioned above) also refers to a second, shorter road, described as "generally parallel with the Willamette River and west of the Company's Market Street garage extending from S. E. Market Street to the northwesterly end of the above-mentioned asphaltic concrete paved road." The plat attached to the PGE-Lord agreement indicates that these two roads could probably also be reasonably considered as one road.

Hence, it is believed that, in default of the other access undertaken to be provided by the State, all or the major part of the access road Lord obtained from PGE was reasonably necessary to carry out the work. Since Lord Brothers obtained this access at their own expense, it appears reasonable to anticipate that the State would be held obligated to pick up the tab for this access, amounting to $175 altogether, pursuant to paragraph 10 of the PGE-Lord Brothers agreement.

In contrast, the four work areas obtained by Lord Brothers from PGE appear to be their own responsibility.

The Special Provisions provide, on page XXXIII, that "the contractor will be permitted the use of the property shown as parcel number 5 on drawing #20103 for a work area throughout the life of the contract."

The designated drawing shows that parcel or area 5 is an area north of S. E. Clay Street, and wholly outside the PGE property.

So far as we are advised, the property shown as parcel 5 on drawing 20103 was in fact made available to the contractor for his use as a work area, and the State apparently thereby fulfilled its entire obligations regarding work area.

The additional four work areas within the PGE property, covered by the PGE-Lord Brothers agreement, appear to have no

relation to either of the other transactions (PGE-State, or State-Lord). The cost thereof therefore appears to be the sole responsibility of Lord Brothers.

This does not necessarily mean that Lord Brothers will not attempt to obtain reimbursement for the expense of obtaining these areas (they are paying $200 per month rent) by some means such as attempting to show that those four areas, or their equivalent, were a virtual necessity for them to perform the work. They might argue that the obligation to provide ample work area is inherent in or analogous to our obligation to provide sufficient right of way, even though neither obligation is expressly undertaken in the contract (although the Standard Specifications provide for relief to the contractor in event of delay in obtaining right of way).

Assuming that the four areas in question were, for some reason reasonably necessary for Lord Brothers to do the work, it appears that their recourse should first have been to demand that the State provide adequate work areas within this vicinity.

Furthermore, our contract does not expressly obligate us to furnish any "work area" other than the designated parcel number 5, and I understand that it is quite common for a contractor to obtain one or more work areas of his own selection near a project, for his own convenience and at his own expense. This common practice or usage in the industry is some evidence that no obligation on the State to provide all necessary work areas can be reasonably implied. Thus, it is not believed that Lord Brothers could establish a legal right to reimbursement for the cost of obtaining the four work areas.

It is noted that the PGE-Lord Brothers agreement obligates Lord Brothers in various other respects as to insurance, identification badges, protective expenses, etc., which are in some instances more burdensome than the express obligations imposed upon the contractor by his contract with the State. If these addtional obligations actually cause the contractor substantial additional expense, it would not be surprising if he were to seek reimbursement from the State.

A probable argument to be advanced by the contractor might be to the effect that since these additional obligations which he undertook to PGE resulted in expense not contemplated in his bid, and since he was compelled to agree to assume these additional obligations in order to obtain necessary access to the work area, and since the State failed to provide

reasonable access to the work area as agreed in the State-Lord Brothers contract, the State should also pick up the tab for the expense caused by the additional obligations Lord Brothers incurred to PGE.

It is impossible to say at this time what the actual obligations of the State in such regard might be, if the question arises in the future. Evaluation of such claim would have to abide the event, in order that the pertinent facts could be determined. However, it should be pointed out that all that Lord Brothers obtained from PGE, or had to obtain, by reason of any default on the part of the State, was access to the work area. The PGE-Lord Brothers agreement specifically provides that the price for that access is $175, payable at $25 per month. Lord Brothers also obtained the use of four work areas from PGE, valued at $200 per month. This would indicate that no more than a small percentage of such expense as Lord Brothers might incur by reason of the miscellaneous obligations undertaken to PGE could be attributed to the access, and that accordingly the State in any event would be under no obligation to assume more than a small proportion of such additional costs. This would also apply to Lord Brothers' legal expense in obtaining the Permit and Agreement from PGE for which, I understand, they have already asked reimbursement.

We are returning herewith the copy of Permit and Agreement between PGE and Lord Brothers, dated July 27, 1965, which you transmitted to us, and your copy of Special Provisions.

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
attachments

cc: G. E. Rohde
F. C. McKinney
Armand Riveness
Tom Edwards
ID Merchant
AE Johnson
Root. Shotwell
Jack Hosla

RECEIVED
AUG 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 1 1965
FOR FILING

I-5-6(41)301
6576

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 9 1965 By W. C. Bryant
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name East Marquam Interchange Unit 1 Date August 11, 1965.

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Bros. Contractors, Inc. F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert Ave., Portland, Oregon 97217 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Furnish and install conduit and junction boxes for Highway Illumination & Sign Illumination.

1. Maximum equipment rental rates allowable as per A.G.C. agreement.

2. Percentage allowed contractor is in accordance with executed contract.

Location by station numbers:

"L" 411+40 to "L" 412+90

Estimate of quantities and cost:

Material	$250.00
Labor	$300.00
Total	$550.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Replacement of a temporary installation of electrical service on the previous East Bank Freeway Illumination projects. Conduit & junction boxes had to be moved to be at proper elevation & located outside curb & roadway section. Work has been discussed and observed by Wally Bryant of BPR August 9, 1965. Work commenced August 10, 1965.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,121,177.06
Present estimate of project cost, including $550.00 for work under this order	$973,539.98
Expected under-run amount	$147,637.08
Expected under-run per cent	3.58%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. S. Shotwell
Resident Engineer

Approval Recommended: /s/ A. A. Rear
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 8-30-65

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AUG 20 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1965

~~IR-5-841~~
IR-5-841

I-5-
6576

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
Building

SUBJECT: State of Oregon
vs.
United Grocers, Inc.
Case No. 296-282
Our file L-4447 R-34093
East Bank Freeway
Pacific Highway

L

I am enclosing a proposed description covering the easement to be transferred to Holman Transfer Company for use in connection with the laying of a spur track to their new proposed warehouse. As a part of the settlement of the above-entitled action we agreed to transfer this easement upon a consideration of $500.00. Will you please refer this to the proper parties so that conveyance can be prepared and executed.

J. Robert Patterson ap
J. ROBERT PATTERSON
Chief, Trial Section

JRP:ap

Enc.

RECEIVED
AUG 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Asst. Const. Engr.

Approved as to legal
8/16/65

RECEIVED
AUG 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
By

8-19-65
Barbee will handle (thru R/W)

(Noted Scott 8-13-65
3 prints IR-5-841 showing proposed spur track easement to Klaboe 8-16-65

EASEMENT FOR DRAINAGE

FOR KOENIG MANUFACTURING COMPANY

FROM STATE OF OREGON

KILLINGLY, Oregon.

A piece or parcel of land situate, lying and being in the northwest quarter of Section 25, Township 1 South, Range 1 East, Willamette Base and Meridian, City of Milwaukie, County of Clackamas, State of Oregon, more particularly described as follows:

Beginning at the point of intersection of the westerly line of the land of the Southern Pacific Company's Tillamook Branch with the south by prolongation of the north line of Tract 5, Milwaukie Industrial Park, as shown on the duly recorded plat in the records of said Clackamas County, said point of intersection being distant 936.99 feet North 89°05'30" East from the northwest corner of said Tract 5; thence South 89°05'30" West, along said easterly prolongation of the north line of Tract 5, a distance of 37.30 feet to a point; thence Northeasterly on a curve to left having a radius of 3%3.29 feet (tangent to said curve at last mentioned point bears North 13°43'5" East and chord of said curve bears North 8°20'36" East 109.54 feet) an arc distance of 109.70 feet to a point; thence North 2°57'19" East, tangent to last described curve at last mentioned point, a distance of 79.17 feet to a point in said westerly line of said Company's land, distant 30 feet westerly measured at right angles from the original located center line of the main track of said Company's Tillamook Branch; thence South 6°37'41" East, along said westerly line, a distance of 9%.04 feet to a point; thence Southeasterly, continuing along said westerly line on a curve to the right having a radius of 11,409.17 feet (tangent to said curve at last

... bound point is last described course and chord of said ... ...
... South 4°21'33" East 113.83 feet) an arc distance of 113.83 feet to the ...
point of beginning, containing an area of 3195 square feet more or less.

SELLWOOD

GARDEN

50'

50'

396.28'
N89°-07'E

North Line Wm Meek D
N89°-07'E - 906

"B"

STREET

380

400'

50'

(N.10°45'E. Highway)

State Highway & Police Office

Deed M-86
See 1R-1-357

Deed M-86B

400'

Tract 2

Q.C. Deed
B.519

U.S. Gov't.

407.92'
698.50'

Pacific Hwy. East

479.95'

50'

"A"

STREET

Sec. 26
Sec. 25

375

23°-50' E.

ST.

Tract 3

Tract 5

IR-5-841

OD

GARDENS

North Line Wm Meek D.L.C. No. 50
N 89°-07' E - 906.22'

STREET

400'

50'

Deed M-86
See IR-1-357

Deed M-86B

21270

400'

Tract 2

Q.C. Deed M-255
B.519 P.262

U.S. Gov't.

SHORT ST.

O.C. Deed M-255
B.519 P.262

21270

Tract 1

Vacated 3-7-58 ALLEY M-255

Utilities Ease. Reservation

S.P.R.R.

95'

50'

STREET

21270

Q.C. Deed M-255
B.519 P.262

Tract 3

Proposed Spur Track Easement

5

Tract 4

Phone PR. 1-5459

M. L. SINES RAILROAD CONSTRUCTION CO.

Route 2, Box 176
Boring, Oregon

August 7, 1965

C O P Y

C O P Y

Portland Traction Co.
1635 S. E. Water Ave.
Portland, Oregon

Mr. P. A. Adams

Dear Sir:

We submit a proposal for the rearrangment of your East Portland Yards, according to your drawing No. P.C.8 as follows.

We furnish 38 ea.#7 - 90# ARA-A new rail turnouts, each consisting of:
#7 Self Guarded Manganese Frog Drawing CS 842.
16'6" Switches complete Drawing CS 1011 or equal.
20 only Hub Safety Switch Stand Automatic Design 518 CS 1086 or equal
9,250 Lin. Ft. new 90# ARA-A rail & Fittings.
8" x 10" new tie plates AREA Plan No. 1 Flat Bottom Low Carbon 4-hole for 90# RA Rail. In accordance with Bethlehem Steel Corp. Drawing TP-390
5/8" x 6" new track spikes
1-7/8" x 5" Heat Treated Button Head Track Bolts, Heavy Square Nut. & Washers.

We furnish the following materials for your relay 70# & 80# rail.
New 5/8"-6" track spikes.
New 7/8" x 5" track bolts Heat Treated Button Head, Heavy washers & Square Nut.
New 8" x 10" tie plates AREA Plan No. 1 Flat Bottom Low Carbon 4-hole.

All necessary grading for railroad tracks, furnish & place Crushed Rock Ballast placing 8" under ties and to top of ties, remove & replace necessary Blacktop pavement into Holman's Warehouse, and intersection of S.E. Clay St.

Lay, Surface & Line track to conform with your grade & line stakes and to the approval of Railroad Co. for, $265,719.65 and all scrap rail & fittings.

Railroad Co. to furnish all track ties, grade & line stakes, additional 112# rail & fittings.

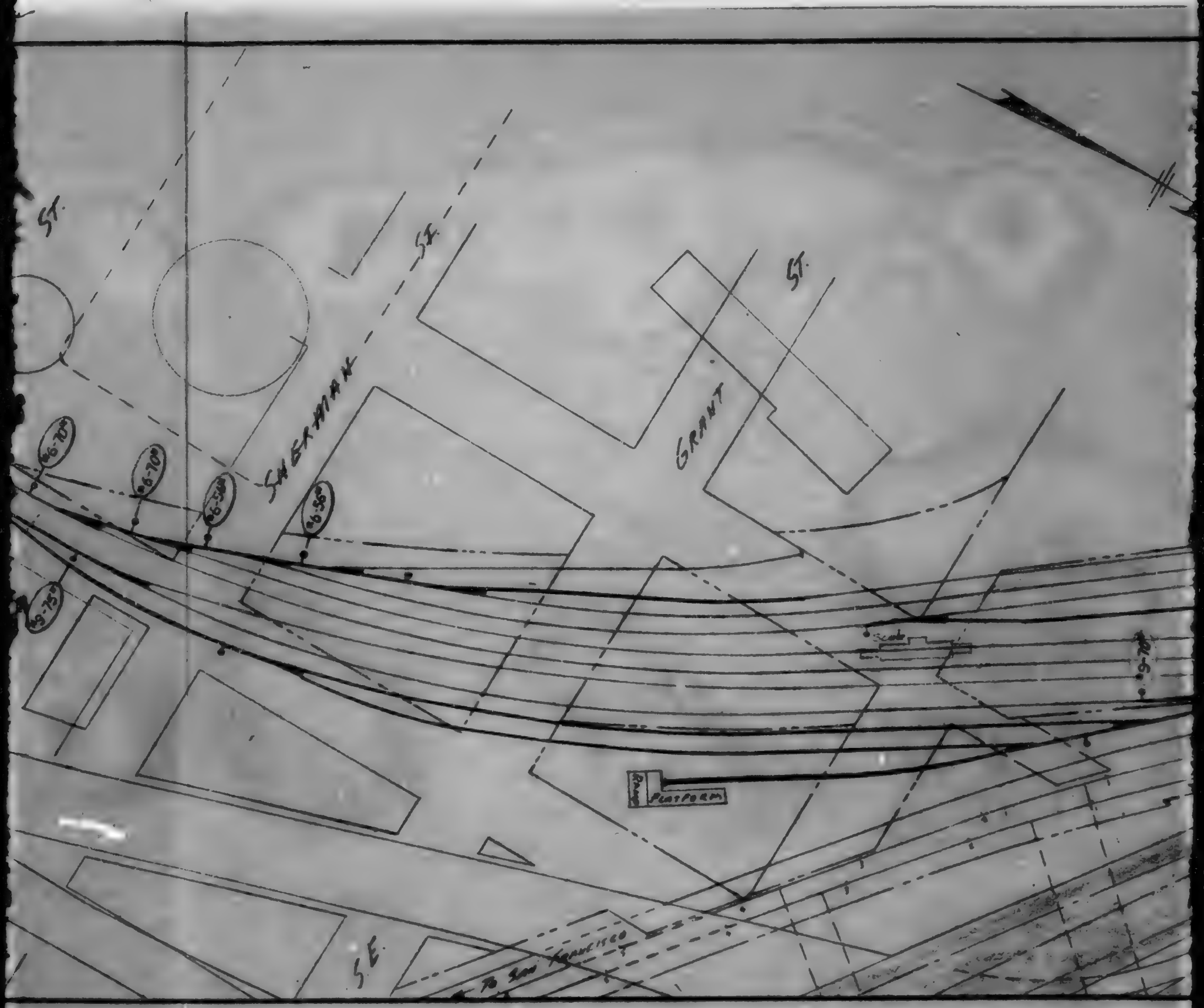
Very truly yours,

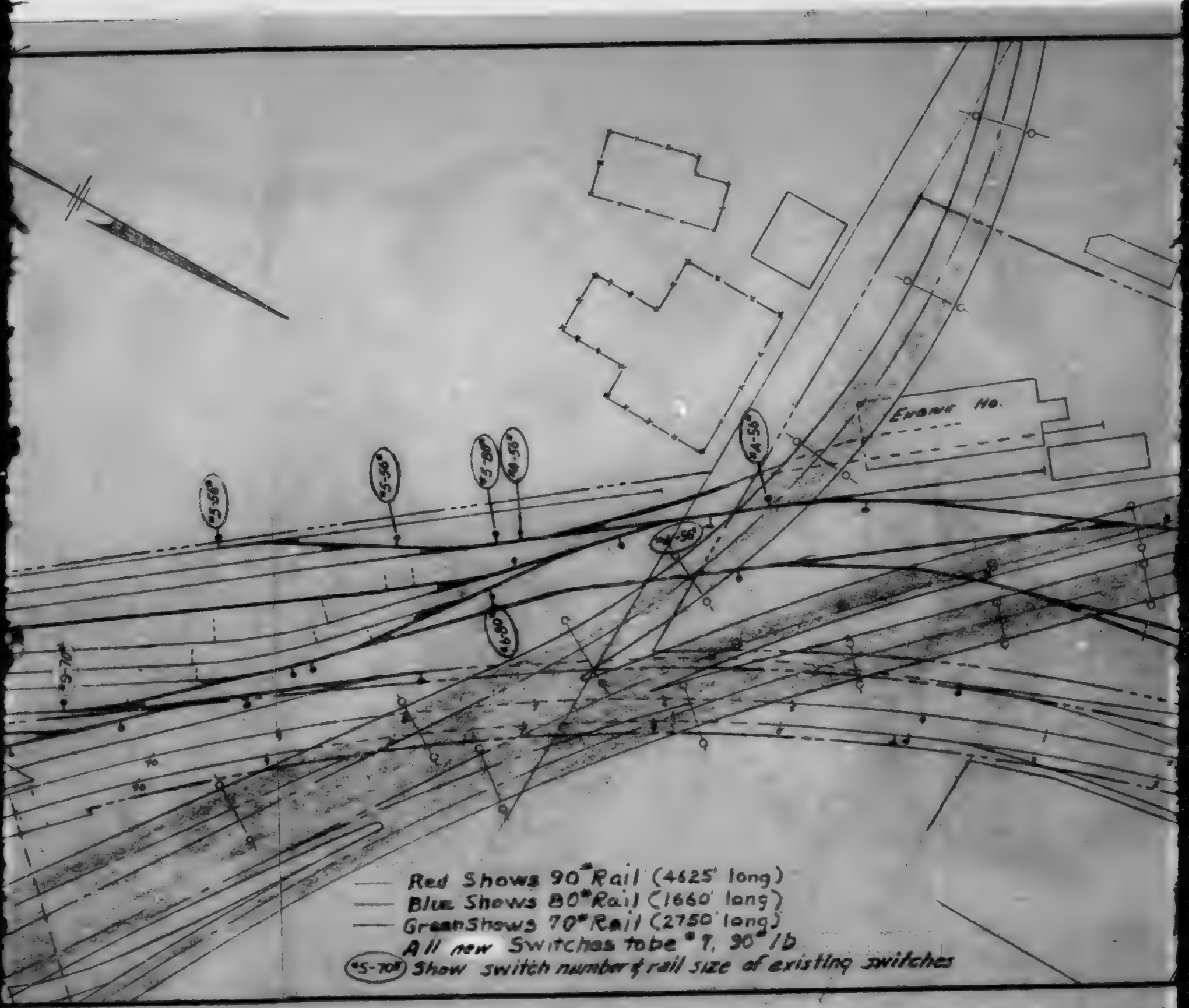
/s/ M. L. Sines

M. L. SINES CONSTRUCTION CO.

C O P Y

S.E.
S.E.
S.E.
CARRUTHERS
PLACE
BLVD.
McLOUGHLIN
DIVISION


ST.
ST.
ST.
SHERMAN
GRANT
PLATFORM
TO SAN FRANCISCO

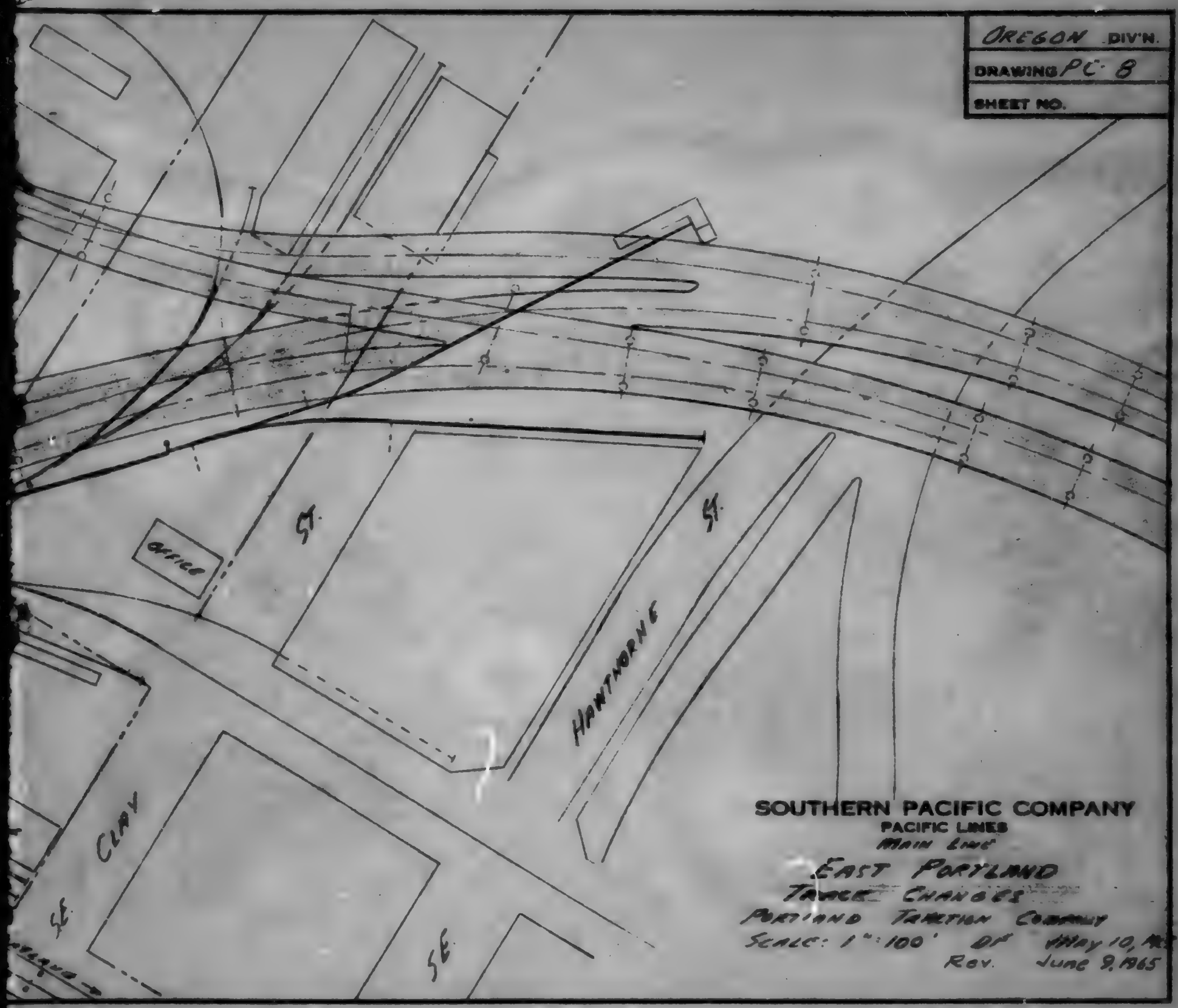

ENGINE HO.
#5-56°
#5-56°
#3-80°
#10-56°
#4-56°
#4-56°
#9-66°
#5-70°
Red Shows 90# Rail (4625' long)
Blue Shows 80# Rail (1660' long)
Green Shows 70# Rail (2750' long)
All new Switches to be #7, 90# lb
#5-70# Show switch number & rail size of existing switches

OFFICE
ST.
HAWTHORNE
ATLANTIC PACIFIC SHIPPING
CLAY
ST
ST
MARQUE

OREGON DIV'N.

DRAWING PC 8

SHEET NO.



SOUTHERN PACIFIC COMPANY

PACIFIC LINES

MAIN LINE

EAST PORTLAND

TRACK CHANGES

PORTLAND TERMINAL COMPANY

SCALE: 1" = 100' DF May 10, 19[illegible]

Rev. June 9, 1965

DRAWER

BLVD.

40

41

S.E.

S.E.

O. W. R. & N. SPUR

S T.

39

42

S T.

3 RD.

43

UNION

S.E. MILL ST.

44

S.E. STEPHENS

45

S.E. HARRISON

46

AVENUE

AVE.

PACIFIC

RAILROAD

SEWER MANHOLE

MANHOLE

MANHOLE

Platform

Property Line

46

NUE

23 x 12½ E.C.

ST.

130'

R. OF WAY

R = 406'

LINE

SCALES

P.S.

130'

OBS. POLE

S.E.

34

47

ST.

2

33

48

2 ND.

33

48

R. OF W. LINE
R.1265

ST.

AVE.

32

49

ST.

S. E.

HAWTHORNE

S.E.

WATER.

S. E.

CLAY

104.5

53+08.5 B.C. T.1

8.4

R-120

R-120

20

HAWTHORNE BUILDING

100'

21

O. W. R. & N. SPUR

57+68.5 C.C. 3° 20' L

RAMP

COVERED DOCK

B.C.

19

AUTO DOCK

DWG. CC-148

22

R-120

4.5

MARKET

NOTE:-
S = SPAN WIRE POLE
T = TELEGRAPH "
B = BRACKET "
SIG = SIGNAL "
G = GUY "

MAIN LINE OF SOUTHE

PASSENGER TRACKS

PEP

RAMP

Δ = 10° 57'
D = 6°
R = 955.66

Δ = 22° 21'
R = 280.99

D = 10°
Δ = 37° 58'
ST = 197.86

DWG. CC-93

DWG. CC-93

ALL TURN

AUTO DOCK

Fire-

Passenger Car

Scrap

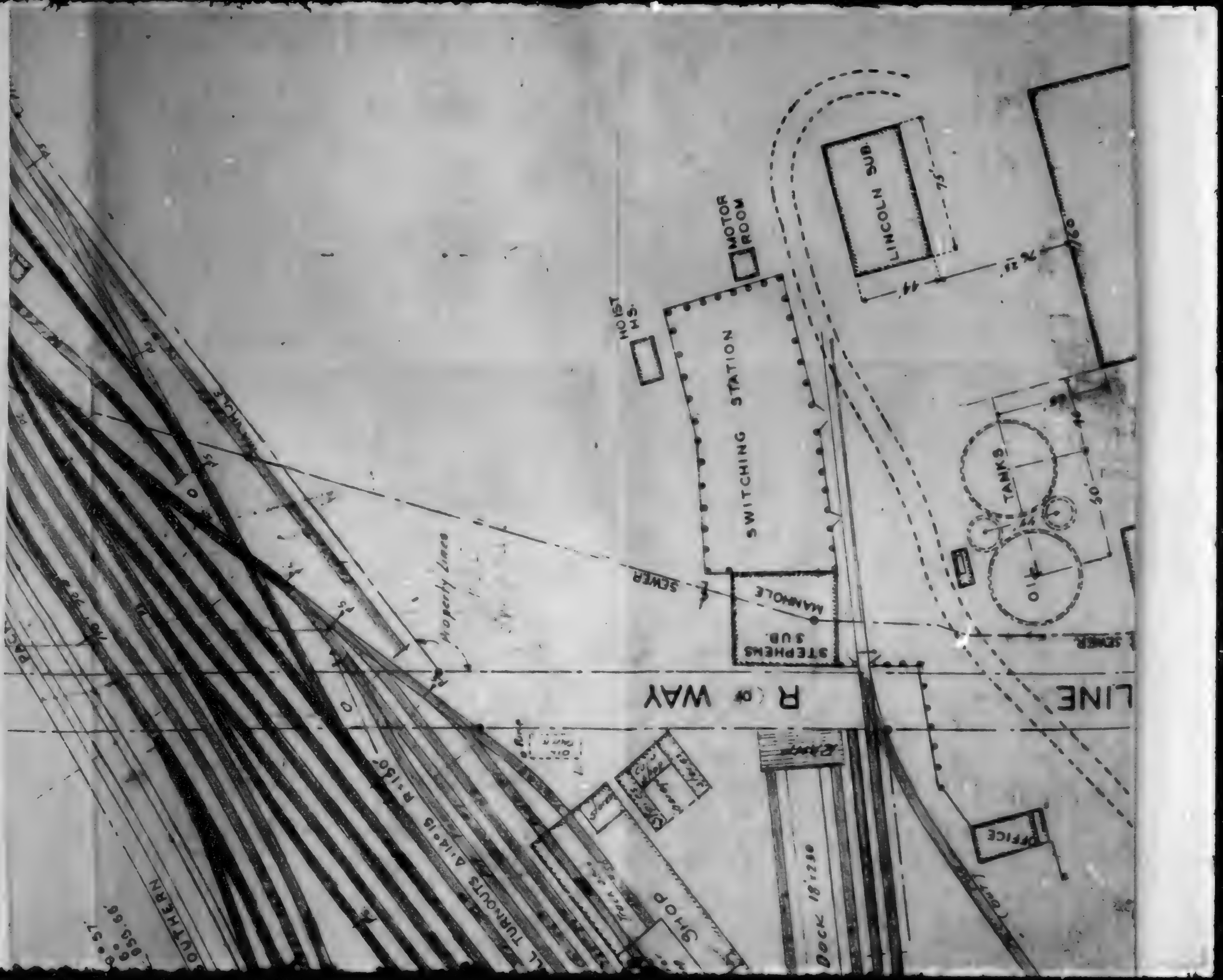
Carpenter Shop

Oil House

Boiler House

102.7'

OFFICES


MOTOR ROOM
HOIST HS.
SWITCHING STATION
LINCOLN SUB
75'
44'
120'
TANKS
60'
SEWER
MANHOLE
STEPHENS SUB
R (OF WAY
LINE
OFFICE
DOCK 18'x 230
TURNOUTS
SOUTHERN

2 N

28

1 S

13

GRANT

S.E.

S.E.

27

S.E.

14

WHARF LINE

LINCOLN

S.E.

13

1 ST.

28

2 ND.

S. E.

SHERMAN

N

29

AVE.

AVE.

S.E.

CARUTHERS

WAREHOUSE

OFFICE

Δ 50°-30'

R-120

STA 18+20

Roadway

WAREHOUSE

FREIGHT HOUSE

40'

R-105

PIER HARBOR LINE

CC-28

D=32°
R=130.90'

N

A

L

L

I

N

STATION

TO

ROAD

R.805'

147'

GARAGE

102.7'

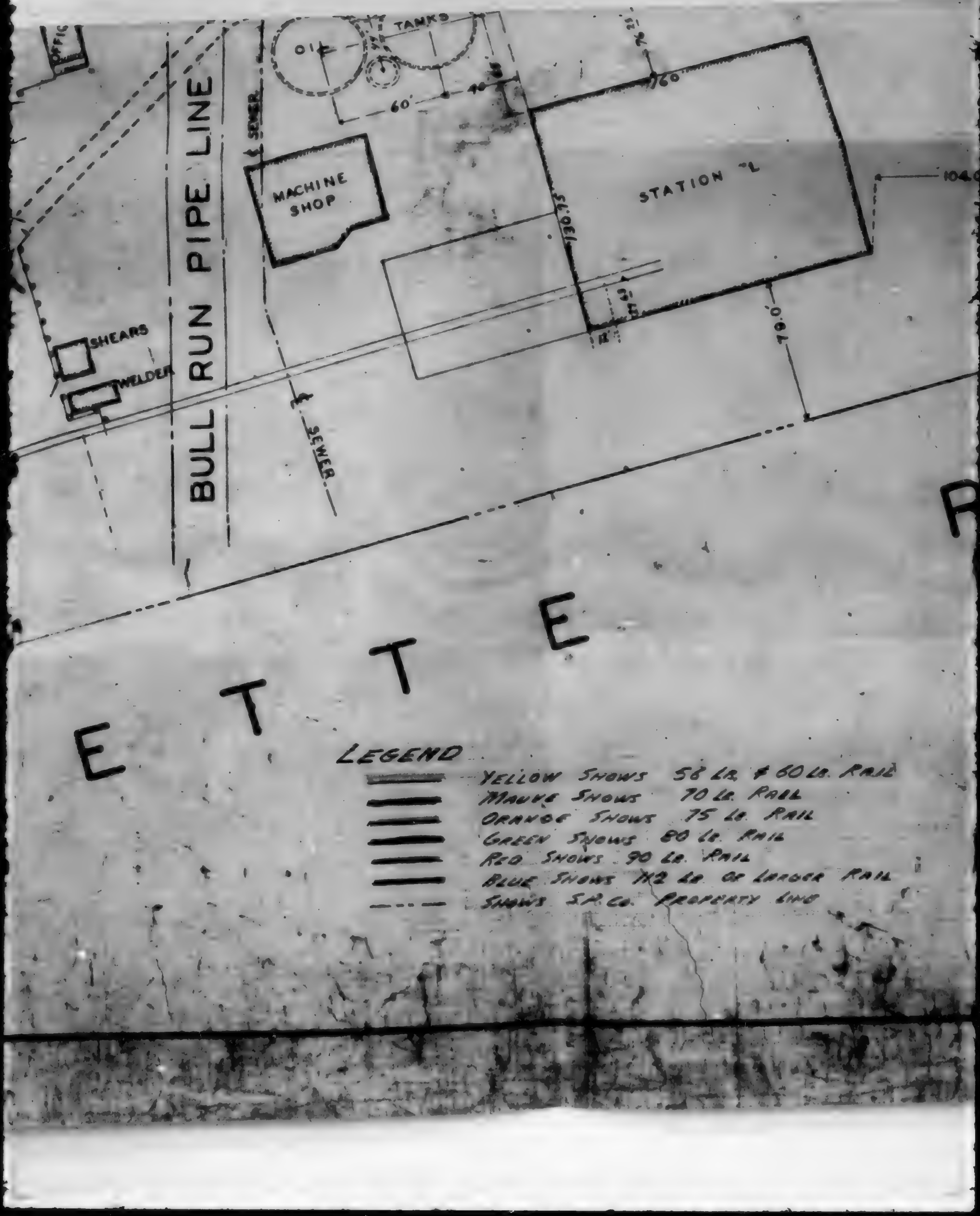
241.8'

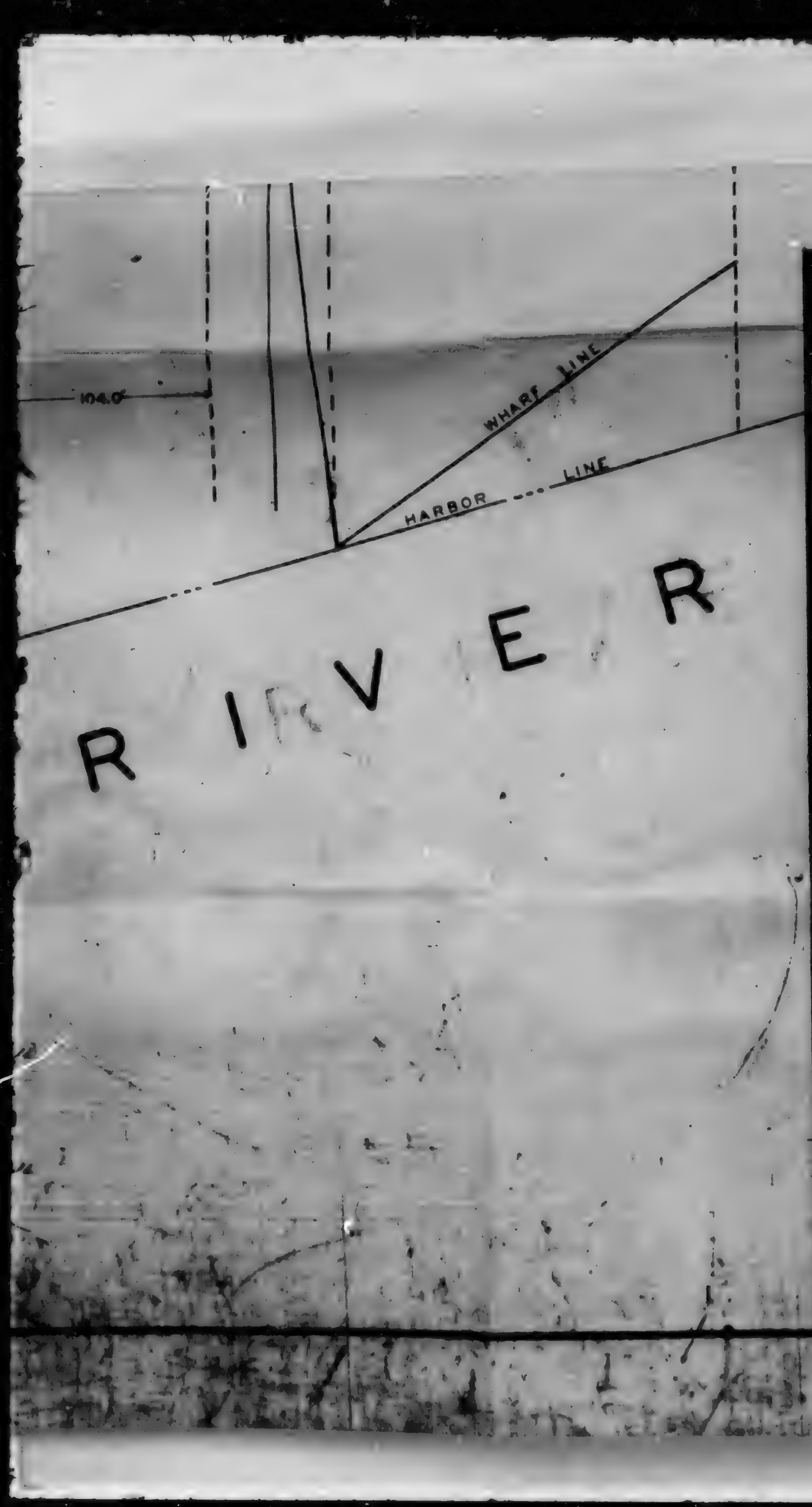
S.E.

Sanitary Sewer

Eastern Contra Costa

CC-26


TANKS
OIL
60'
SEWER
MACHINE SHOP
BULL RUN PIPE LINE
SHEARS
WELDER
SEWER
STATION "L"
160
104.0
130.75
70.0'
E T T E
LEGEND
YELLOW SHOWS 56 LB. & 60 LB. RAIL
MAUVE SHOWS 70 LB. RAIL
ORANGE SHOWS 75 LB. RAIL
GREEN SHOWS 80 LB. RAIL
RED SHOWS 90 LB. RAIL
BLUE SHOWS 112 LB. OR LARGER RAIL
SHOWS S.P. CO. PROPERTY LINE



PORTLA

EAS

SCALE 1 IN.

DRAWN BY B

TRACED BY C

APPROVED BY

NOTE:-

THIS M

FOR C

RTLAND ELECTRIC POWER CO

EAST SIDE TERMINAL YARDS

PORTLAND OREGON

ALE 1 IN. = 60 FT.

WN BY BEN ROSSITER

ACED BY C.T. SAYRE

PROVED BY A.H. RICHMOND

TE:-

1. THIS MAP REVISED ORIGINALLY FROM DRAWING C.C. 138
FOR COMPLETE NOTES SEE OLD DRAWING C.C. 136

-REVISIONS-

S.P. Transfer	10-1-42
From Track No 3	" "
Pole Spur	7-15-43
War Shipping Spur	10-2-44
Revised	8-16-46
REVISED	2-12-48
	6-22-50
	12-24-51
	8-22-53

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AUG 1965
FOR FILING

F-5-6(41)301

6.1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1965

To: Mr. G. E. Ronde
Chief Counsel
BUILDING

ATTENTION: Mr. Alan Johansen

SUBJECT: PGE Agreement with Lord Brothers Contractors, Inc.
E. Marquam Interchange Section
Pacific Highway - Multnomah County
Contract No. 6576

Herewith you will find a copy of the permit and agreement dated July 27, 1965, between the Portland General Electric Company and Lord Brothers Contractors, Inc. in which Portland General Electric allows the contractor to cross and occupy their property so Lord Brothers may construct the E. Marquam Interchange.

Please review this agreement and compare with the special provisions which are also attached and determine any areas in which we may expect a claim from Lord Brothers.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachment

cc: Tom Edwards (w/attach.)
I. D. Merchant "
A. E. Johnson "
Robert Shotwell "
Jack Hesla "

RECEIVED
AUG 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
JOM EDWARDS

7

PORTLAND GENERAL ELECTRIC COMPANY

ELECTRIC BUILDING

PORTLAND 5, OREGON

CHESTER J. IRELAN

August 2, 1965

Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Litchfield:

As requested by you we are sending you herewith copy of Permit and Agreement dated July 27, 1965, between Portland General Electric Company and Lord Brothers Construction, Inc.

Very truly yours,

Chester J. Irelan

Chester J. Irelan
Manager Claims and Land

CJI:sm
Enc.

COPIES TO:
TOM EDWARDS
ID MERCHANT
AE JOHNSON
ROBT. SHOTWELL
JACK HEBLA

CONSTRUCTION DIVISION
RECEIVED
AUG 3 1965
NOTED-- CE ACE ACE COE

CONFORMED COPY

PERMIT AND AGREEMENT

KNOW ALL MEN BY THESE PRESENTS, That PORTLAND GENERAL ELECTRIC COMPANY, an Oregon corporation (hereinafter referred to as the "Company"), for and in consideration of the agreements hereinafter set forth and the performance thereof by LORD BROTHERS CONTRACTORS, INC. (hereinafter referred to as the "Permittee"), does hereby grant to the Permittee, subject to all of the provisions hereinafter set forth, a permit to use two private roads of the Company and a permit to use and occupy certain lands of the Company adjacent thereto, all of said lands and private roads being situated in the Southeast Quarter (SE-1/4) of Section 3, Township 1 South, Range 1 East of the Willamette Meridian in the City of Portland, Multnomah County, State of Oregon. Said certain lands are described as Areas A, B, D and E and are shown outlined in red on the attached property plat, which by this reference thereto is incorporated herein. This Permit is granted upon and is subject to the following terms, conditions and provisions, which the Permittee by its acceptance of this Permit agrees to comply with and perform:

1. Permittee recognizes that the above-described lands and private roads which are the subject of this permit are used by the Company, its employees, agents and contractors, in the operation and maintenance of an electrical generation, transmission and distribution plant. The Permittee agrees to conduct its operations in such a manner as not to interfere with the use of said lands, roads, railroad spur track and facilities of the Company, its employees, contractors and agents. The areas described as A, B, D and E will be used for the storage of building materials and equipment that will be used in connection with the construction of the Marquam Bridge ramps and for fabrication activities; also for the parking of vehicles.

2. Permittee agrees to submit to the Company for its prior inspection and approval any plans it may have for the construction of any structure upon the lands subject to the Permit. No structure shall be built by the Permittee upon the lands subject to this Permit without the prior approval of the Company. Any approval by the Company so granted shall not relieve the Permittee from any responsibility for the design, location, installation, construction, usage and/or removal of any such structures or installations.

3. The Company grants the Permittee the right to use the Company's private asphaltic concrete paved road that extends generally northwesterly across Company property from Southeast Fourth Avenue and Caruthers Street. Also, the right to use the road that is generally parallel with the Willamette River and west of the Company's Market Street Garage extending from S. E. Market Street to the northwesterly end of the above mentioned asphaltic concrete paved road. Both roads are shown colored blue on the attached property plat. This permit for the two roads is granted for the purpose of enabling the Permittee to gain access to the ninety (90) foot wide easement rights of way for the Marquam Bridge ramps across the property of the Company in order that the Permittee may fulfill a contract with the State of Oregon under which contract the Permittee has agreed to construct a portion of the Marquam Bridge ramps. To carry out said contract the Permittee is granted the right under this permit to use the Company's two private roads for the purpose of hauling transit-mix concrete in trucks of eight cubic yards capacity or less, other incidental materials and supplies, and for the transporting of employees to the construction site. The operations of the Permittee shall be limited to the ninety (90) foot wide easement rights of

way, to Areas A, B, D and E, and to the two private roadways covered by this permit, and none of the Company's buildings, tools, equipment, sanitary facilities, improvements, or other lands, are available to the Permittee under this Agreement.

4. The permission herein granted to the Permittee to use the lands of the Company as above described shall not only include the Permittee, but the Permittee's employees, agents, suppliers, sub-contractors, their agents, employees, representatives and suppliers; provided, however, that the Permittee shall be responsible for and be accountable to the Company for the acts of all of said employees and parties. The Company will deal solely with the Permittee in all matters relating to the use and occupation of Company property under this Permit, and the Permittee shall be responsible for the enforcement of the terms and provisions of this Permit among its employees, suppliers, subcontractors, agents, and all other such representatives. All of the Permittee's employees, agents, suppliers, subcontractors, their employees and agents, representatives and suppliers shall, while on Company property pursuant to this Permit, wear a distinctive badge of identification on the exterior surface of their clothing and in plain sight. Additional identification may be required by the Company. The Permittee shall provide the Company with notice in writing in advance of any intended entry of the Permittee's subcontractors, suppliers, agents or other representatives upon the Company property covered by this permit. Only an initial notice of entry will be required for a sub-contractor, supplier or agent who might make continuing entries during the construction of the bridge ramps. Written notice will be furnished the Company when any of said parties will no longer be required to enter onto the property of the Company.

5. If, in the sole judgment of the Company, it is deemed necessary

that employees of the Company be present for traffic control or for security watch during periods of construction on the bridge ramps, the Company will so notify the Permittee and place watchmen on duty. The Permittee shall bear the expense of having said Company employees present at the job.

It is agreed between the parties hereto that the furnishing of electric service to the downtown area of the City of Portland is of utmost importance and the protection of the electric underground circuits of the Company that feed electricity to said City area must not be damaged by the operations of Permittee on the property of the Company or in the nearby public streets.

The nature and extent of protective service required to safeguard electric underground circuits and also to safeguard the radio communication facilities or any other operations of the Company will be determined by the Company and the costs thereof including wages of personnel assigned to carry out the protective service and the cost of materials required therefor will be born by the Permittee.

6. The Permittee, during the life of this Permit and at the Permittee's sole cost and expense, shall promptly repair any damage to the Company's private paved road or property caused or brought about by Permittee's excessive truck speeds or excessive loading or by deviations in route from the existing paved roadway surface. Permittee must provide and maintain at its sole expense and cost any road or area surfacing which the Permittee may require in the area westerly from the west end of the Company's present asphaltic concrete paved private road. If the Permittee fails to make or complete any required repairs or maintenance work hereunder, the Company may undertake such repairs or maintenance work and charge the Permittee with all of the costs therefor, which costs the Permittee

hereby agrees to pay.

7. The Permittee hereby assumes all risks of loss, damage or injury which may result from the presence of its property or personnel or those of its agents, suppliers, subcontractors, or their representatives, upon the Company's premises. The Permittee further agrees to defend, indemnify and save and hold harmless the Company, its officers, agents and employees, of and from all loss, damage, cost or expense, on account of injury or death to any person, including employees of the parties hereto, subcontractors of the Permittee, materialmen and suppliers to the Permittee, their employees, agents and representatives, and members of the public, and also all damage to property, including property of the parties hereto and of third persons arising or growing out of the Permittee's use of the Company's property under or pursuant to this Permit, or arising or growing out of the performance or nonperformance of any of the terms, covenants and stipulations of this Agreement; and without regard to whether such loss, damage, cost or expense, results from the negligence of the Permittee, or its agents, suppliers, subcontractors or their representatives. It is intended by the above provision to save harmless the Company from any and all claims made by the employees of the Permittee, or the employees of any subcontractor, materialmen or suppliers to the Permittee, or any of their representatives, arising out of industrial accidents, as well as all other claims; and it is intended that the Company shall be indemnified by the Permittee for any and all loss sustained by the Company by reason of the negligent acts of the Permittee, or of the Permittee's employees, subcontractors, materialmen, suppliers, agents, or representatives. The Permittee also agrees to indemnify, save and hold harmless the Company from any and all liens, claims, or damages of any kind or nature, resulting from this Permit, upon, against or to any property owned by the Company.

8. Prior to the exercise of any of the rights hereunder granted, the Permittee will obtain a liability insurance policy in an insurance company satisfactory to the Company which shall have a policy limit of not less than $250,000 on account of injuries sustained by any one person, and not less than $500,000 on account of injuries sustained and arising out of any one accident, and not less than $500,000 on account of damage to property, which insurance policy shall specifically insure the contractual liability of the Permittee herein, as well as the liability of the Permittee for all claims or injuries or damages arising out of the performance or nonperformance of the terms of this Permit. Said insurance policy or appropriate evidence thereof, shall be deposited with the Company and shall be cancellable only upon ten (10) days' prior notice in writing to the Company.

9. This Permit affects only lands owned or under the control of the Company. Other parties such as the City of Portland, have rights that bisect the property of the Company.

10. In consideration of the rights granted by this Permit, the Permittee agrees as follows:

a. To pay the Company the sum of One Hundred Seventy Five Dollars ($175.00) payable Twenty Five Dollars ($25.00) per month for the normal wear and tear on the access roads.

b. To pay the Company the sum of Two Hundred Dollars ($200.00) per month rental for the use of lands herebefore described as Areas A, B, D and E.

The above stated monthly payments shall be made by the Permittee to the Company on or before the 1st day on which the Permittee shall use the Company's property under this Permit, and a like payment shall be made on the same day of each and every month thereafter. All such monthly payments shall be paid to the Company at its main accounting office at 621 S. W. Alder Street, Portland 5, Oregon.

11. This Permit shall commence upon the acceptance of the same by the Permittee and shall continue and remain in full force and effect until such time as the Permittee has completed all work upon the Marquam Bridge ramps requiring the use and occupancy of the Company's lands and property under this Permit and has thereafter removed to the complete satisfaction of the Company all temporary structures installed by the Permittee on the property of the Company. It, however, is understood and agreed that the Company may, upon giving 5 days advance written notice, suspend the Permittee's right to use and occupy the lands affected by this Permit during the life of this Permit in the event that the Permittee, or any of those parties that the Permittee is responsible for hereunder, shall fail to keep the terms, conditions and provisions of this Permit on their part to be kept and performed.

12. This Permit, or any of the rights hereunder granted, shall not be assigned by the Permittee without the prior written consent of the Company.

IN WITNESS WHEREOF, PORTLAND GENERAL ELECTRIC COMPANY has caused these presents to be executed by its duly authorized officers this 27th day of July, 1965.

ATTS.

PORTLAND GENERAL ELECTRIC COMPANY

By: A J Porter
Vice President

Attest: Clarence Phillips
Secretary

Corp Seal

The foregoing Permit and Agreement and the terms and conditions thereof are hereby accepted this 19 day of July, 1965.

LORD BROTHERS CONTRACTORS, INC.

By: W. T. Lord pres.

Attest: Gladys Nelson

APPROVED FORM
[illegible], KOEHLER, BUELL & PHILLIPS
By: W Hastings

S.E. Mc LOUGHLIN B'LVD

Fill Viaduct

S.E. MILL ST.

S.E. STEPHENS ST.

S.E. HARRISON ST.

43

44

45

46

100'

E.

STREET

MARKET

S.E.

N

CITY OF PORTLAND

BULL RUN PIPE LINE

Area "E"

150'

STEPHENS SUBSTATION

LINCOLN SUB STATION

METER HOUSE

HP BOILER ROOM

BOILER No. 10

L.P. BOILER ROOM

MACHINE SHOP

STATION "L"

TURBINE

1930 POWER HOUSE EXTENSION

Area D

HARBOR LINE

RIVER

BITUMINOUS MACADAM

POLE YARD

Area B

GARAGE

GASOLINE TANKS

RADIO

STORAGE SHED

DOLPHINS

Area A

WILLAMETTE

S.E. FOURTH AVE.

S.E. THIRD Vacated AVE.

S.E. Vatated SECOND AVE.

S.E. Vatated FIRST AVE.

STREET

LINCOLN

GRANT

SHERMAN

CARUTHERS

Area "E"

150'

200'

DOCK LINE

46

34

33

32

27

26

14

13

0 100' 200'

Scale

PORTLAND GENERAL ELECTRIC CO.

WORK AREAS
re MARQUAM BRIDGE RAMPS

SCALE As Shown 7-22-65

DRAWN R.D.L.

S.E. Mc LOUGHLIN B'LVD

Fill Viaduct

S.E. MILL ST.

S.E. STEPHENS ST.

S.E. HARRISON ST.

43

44

45

46

E.

STREET

MARKET

S.E.

N

CITY OF PORTLAND

BULL RUN PIPE LINE

Area "E"

150'

POLE YARD

Area B

GARAGE

GASOLINE TANKS

RADIO

Area A

Area D

HP BOILER

BOILER

LP BOILER

MACHINE SHOP

STATION

TURBINE

HARBOR LINE

RIVER

WILLAMETTE

S.E. FOURTH AVE.

S.E. THIRD Vacated AVE.

S.E. Vacated SECOND AVE.

S.E. Vacated FIRST AVE.

S.E. Vacated

S.E. Vacated

S.E.

S.E.

STREET

STREET

STREET

STREET

LINCOLN

GRANT

SHERMAN

CARUTHERS

Area "E"

200

150

DOCK LINE

46

33

32

27

28

14

13

0 100' 200'

Scale

PORTLAND GENERAL ELECTRIC CO.

WORK AREAS
re MARQUAM BRIDGE RAMPS

Scale As Shown 7-22-65

R.D.L.

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AUG 3 - 1965

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR ACTION
I-5-6(41)301

KLABOE

6516

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 3, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Adjustment of Pacific Power & Light Co. Utilities
E. Marquam Interchange Section
Project No. I-5-6(41)301

We hereby concur in your recommended proposal to relocate the 11-KV overhead distribution line permanently underground along the south side of S.E. Market Street, extending from S.E. First Street to the east bank of the Willamette River as outlined in the plans and estimate furnished with Mr. Litchfield's letter of July 27, 1965 as well as the above utility letters of June 30, 1965 and July 27, 1965.

Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work as indicated in the estimate is satisfactory.

Our program memorandum dated March 8, 1963 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project. You are now authorized to proceed with actual adjustment for the above utility effective this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4, dated December 31, 1957 and supplements thereto.

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AUG 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
orig - Litchfield - Young
By Asst. State Hwy. Engr.
Morgan 8-4-65

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

R. L. Porter

FORM E-123X 50M 3-63

RECEIVED
JUL 29 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(41)301

6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 28, 1965

Mr. Leroy D. Draper
Woodward, Draper & Stepp
305 Title & Trust Building
Portland, 4, Oregon

File No. 28265 - Portland
Traction Company
Russell-Curry Streets Section
Pacific Highway
Multnomah County

Dear Mr. Draper:

Reference is made to your revised appraisal of the above numbered file. The following explanations are requested:

1. The revised easement permits uses in addition to parking, which was the only use permitted when your previous appraisal was made. In your previous appraisal you estimated 75% damages to the lands in the easement area. Would you please explain why, with the relaxation of the use restrictions, this percentage should not be lower under the new easement.

NOTED R. L. PORTER

2. You have estimated 33-1/3 years to be the usable life of the buildings in the railroad activity. Your discount period for the damages is 25 years. Please write an explanation of these differences.

3. A certain portion of the area in the easement will be occupied by piers. Since the railroad company will be unable to make any use whatever of this area, why would it not seem proper to damage the area 100%?

4. There have been numerous recent sales of remainder areas around the ramps, both on the west side and around Grand Avenue. For example, the remainder parcel of Santa Clara Hatchery, also a remainder property was acquired by Goodwill Industries. If

you will contact Mr. Grothaus I believe that he can fill you in on many of these near-ramp sales of remainder properties. Please examine some of these remainder sales and include them as a part of your appraisal background.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

CARL E. SMITH
Appraisal Supervisor

CES:mc

cc: G. E. Rohde
R. L. Porter

RECEIVED
JUL 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123A 50M 3-63

RECEIVED
JUL 2 - 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(41)301

6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 28, 1965

Mr. Arvin A. Burnett
1333 American Bank Building
Portland 5, Oregon

File No. 28265 - Portland
Traction Company
Russell-Curry Streets Section
Pacific Highway
Multnomah County

Dear Mr. Burnett:

Reference is made to your revised appraisal of the above numbered file. The following explanations are requested:

1. The revised easement permits uses in addition to parking, which was the only use permitted when your previous appraisal was made. In your previous appraisal you estimated 75% damages to the lands in the easement area. Would you please explain why, with the relaxation of the use restrictions, this percentage should not be lower under the new easement.

2. A certain portion of the area in the easement will be occupied by piers. Since the railroad company will be unable to make any use whatever of this area, why would it not seem proper to damage the area 100%?

3. There have been numerous recent sales of remainder areas around the ramps, both on the west side and around Grand Avenue. For example, the remainder parcel of Santa Clara Hatchery, also a remainder property was acquired by Goodwill Industries. If you will contact Mr. Grothaus I believe that he can fill you in on many of these near-ramp sales of remainder properties. Please examine some of these remainder sales and include them as a part of your appraisal background.

Very truly yours,

G. E. RONDE
Chief Counsel

RECEIVED
JUL 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

By

CARL E. SMITH
Appraisal Supervisor

CES:mz

cc: G. E. Rohde
R. L. Porter

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JUL 30 1965

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I-5 6(41)301

6 2 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
July 28, 1965

To: MEMO TO THE FILES

SUBJECT: East Marquam Interchange Unit 1
Contract: 6576
Bridge No.: 8950

On July 26, 1965, a letter was received by this office from Mr. Robert Shotwell, Resident Bridge Engineer, forwarding a letter from Lord Brothers Contractors concerning access to the Portland General Electric Company easement area, a copy of which is attached.

On July 27, I contacted Mr. Armand Rivenes, Condemnation Section Attorney, who called attention to our Permit of Entry with Portland General Electric Company and specifically Paragraph III of Exhibit C, which provides for a perpetual easement for construction operation, inspection, maintenance and reconstruction of the highway structures, which access shall be at such locations as may be mutually agreed upon and may be changed from time to time, et cetera. Mr. Rivenes suggested that we contact Portland General Electric and determine where access can be made and cover such a meeting with a letter of understanding signed by both parties.

On July 28, I called Mr. Chet Irelan of Portland General Electric and requested that such a meeting be held to determine access for our contractor and that any costs in connection with the access should be determined at our future condemnation case. Mr. Irelan indicated that we had had too many meetings already, and that Portland General Electric was not about to hold any more meetings and were issuing an access permit and agreement to Lord Brothers covering access from about 4th and Caruthers Street going northwesterly to a roadway parallel to the river and west of their garages, which proceeds north to Market Street. He indicated they were asking $175 for wear and tear on the paved roads involved and a payment of $200

NOTED

a month rent for additional work areas outside of the easement areas. I called Mr. Irelan's attention to our agreement, wherein we had access which was to be agreed upon and that it was our attorney's opinion that any costs involved should be considered in condemnation along with other costs. Mr. Irelan indicated that this could probably be done, but that the permit had already been issued and was about to be delivered to Lord Brothers and indicated they desired to proceed on the basis already outlined.

Further conference with Mr. Riveness resulted in his advice that we proceed with one of two choices: (1) to negotiate with Portland General Electric for access or to obtain a statement from them that the access issued to the contractor is to be the access to satisfy Paragraph III of Exhibit C; or, (2) obtain a policy decision to waive the easement in Paragraph III and accept the access given to the contractor and assume Lord Brothers' costs.

A telephone conference was held with Mr. Fred Klaboe this date and he agreed that since the access we specified in the contract was not available and since Portland General Electric has indicated they do not wish to negotiate further, we could assume legitimate costs for access only. On this basis, I have written this date to Lord Brothers Contractors advising that we would assume the legitimate costs of access only, but that any costs for additional work areas would be their responsibility.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

Enclosures

cc F. B. Klaboe (w/enc)
F. D. Morgan (w/enc)
Ivan D. Merchant (w/enc)
G. E. Rohde,
Att'n Al L. Riveness (w/enc)
Robert Shotwell (w/enc)

RECEIVED
JUL 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 6-188

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

July 28, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

LORD BROTHERS CONTRACTORS
9233 N. Calvert Avenue
Portland, Oregon

ATTENTION: Mr. W. T. Lord

RE: East Marquam Interchange Unit 1
Contract: 6576
Bridge No.: 8950

Dear Sir:

Reference is made to your letter of July 17, 1965 addressed to Mr. Robert Shotwell, Resident Bridge Engineer, concerning access to the Portland General Electric easement area in connection with the subject project. In this letter you called attention to the fact that access to the Portland General Electric Company easement area, which was stipulated in the contract, is not available and advise that you were making arrangements with the Portland General Electric Company for other access and requested advice as to our participation in costs of such access, et cetera.

This letter is to advise you that since the access specified in the contract is not available, we will assume legitimate costs for alternate access only, but attention is directed to you that provision for additional fabricating areas, storage areas, et cetera, is your responsibility.

Very truly yours,

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc F. B. Klaboe (w/enc)
F. D. Morgan (w/enc)
Ivan D. Merchant (w/enc)
G. E. Rohde,
Att'n A. L. Riveness (w/enc)
Robert Shotwell (w/enc)

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

9233 N. CALVERT AVENUE
PORTLAND, OREGON 97217
285-4591

July 17, 1965

Oregon State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

Attn: Mr. Robt. Shotwell, Res. Engr.

Subject: East Marquam Interchange - Contract 6576
Portland General Electric Co. Access

Gentlemen:

Under the terms of Article 8-4 (Supplement) the contract stipulated that access to the Portland General Electric Company easement area will be provided by way of the road on the east side of Portland General Electric Company property. Several weeks ago we were orally advised that this access would not be available and that we were to make our own arrangements with Portland General Electric for securing other access. We were also orally advised that the State would bear the cost of the access.

Since that time we have been working out the terms of a permit from Portland General Electric and expect to be able to consummate the same within a few days. Before doing so, however, we wanted to advise you and ascertain whether there is any reason why we should not go ahead with the permit on the basis set forth in this letter. If there is, we will appreciate your advising us. Our costs will include monthly charges for the permit, our attorney's charges for services in connection with negotiation of the permit and any special costs of insurance arising out of the permit terms imposed by Portland General Electric, in particular having to do with indemnity for damages to person or property where the Portland General Electric requirements may be broader than contract requirements.

Very truly yours,

LORD BROS. CONTRACTORS, INC.
By W. T. Lord

W

175
+ 20% for rental of cars

A

RECEIVED
JUL 29 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. ROBERTSON, MEMBER
PORTLAND

I-5-6(41)301

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Pacific Power & Light Company Conflict
E. Marquam Interchange Section
Pacific Highway - Multnomah County
Project No. I-5-6(41)301
Contract No. 6576

Dear Sir:

The Pacific Power and Light Company owns an 11 KV distribution line which now occupies the north side of S. E. Market Street and conflicts with the reconstruction of the railroad facilities, and also with the construction of the "CA", "CU", "BD", "C" and "D" Lines of the proposed interchange. The portion of Market Street between First Avenue and Water Avenue has been vacated by the City to allow for the construction of the new Atlantic and Pacific Shippers Building. One pole conflicts with this proposed building site and has been determined by our Legal Section to be reimbursable. The other pole in conflict lies between Water Avenue and the river. It is not reimbursable since it occupies city street rigit of way which will not be vacated. We have determined, therefore, that the adjustment of this line is 50% reimbursable and will involve adjustment of the line from a pole lying midway between First and Second Streets to the river. Three prints of Southern Pacific Company Drawing No. P-18903-F is attached, on which is shown this conflict.

Meetings have been held with the power company, the Southern Pacific Company and the Portland Traction Company at which the disposition of this line has been discussed. The railroads have stated that placing a pole between the westerly side of the new A and P Shippers Building and the relocated railroad tracks would be satisfactory only if the pole were not guyed and placed in a position which would not interfere with the operation of trucks loading and unloading on that side of the A & P Building. The power company indicated that such pole positions could be worked out, but that the conflict with the overhead construction of Bent BD-4, CA-5 would pose a major problem. There also would be conflict with the construction of spans C-16 and D-16 of the "C" and "D" Lines and of spans CA-4 and 5 and BD-3 and 4 of the "CA", "CU" and "BD" Lines. The power company stated that this line

could be "killed" for an extended period of time, but must be available to be energized on less than one hour's notice, and could not be out of service overnight. It would be necessary for the State to move the contractor out of this area if the power company found it necessary to energize this line during working hours. They also indicated that this line could be taken down for one day at a time to allow the contractor to perform overhead work in the area. However, the construction of Bent BD-4, CA-5 will require from 60 to 75 days.

It is physically possible to re-establish this line aerially in a position that would conform to all electric codes after all construction is completed. However, the temporary adjustments which would have to be made during construction and the conflict with the contractor's operation make re-establishment in this manner impractical. The only other logical solution is to place the line underground. This could be done temporarily and placed on poles aerially after construction, but the combined expense of these two moves would be about equal to the total cost of going permanently underground initially.

Attached you will find three copies of the estimate from the power company for placing these lines permanently underground showing the total estimated cost for this work to be $18,964.32. The total adjustment cost for placing the lines in final position aerially equals the sum of the adjustment cost required to conform to the final construction of the interchange and railroad yard plus the cost of the temporary moves required during the course of construction. The cost of adjusting the lines aerially from the existing position to the final position has been estimated to be about $3,000. Each temporary move, which would involve taking the lines down and putting them back up again, would cost approximately $1,000. The actual number of temporary moves would vary with the contractor's handling of the work in this area, but it appears there will be a minimum of two temporary adjustments and 20 "kills" of this line. The conflict with the "C" and "D" Lines would exist under the current contract. The conflict with the "CA", "CU"and "BD" Lines would occur at the time of a future contract. As stated in the first paragraph of this letter, the State is responsible for 50 per cent of the cost of this adjustment. The State would also be responsible for 50 per cent of the cost of the temporary adjustments required if the line was to be established in aerial position after construction is completed. A significant cost not included above is the "nuisance" cost the contractor will add to his bid, knowing of his problems in this area. Consideration was given to making an aerial re-routing of this line, but power company engineers estimate the total cost of this would exceed the cost of the underground installation.

You can see that the most practical method of handling this would be to place the lines underground permanently at this time. This will eliminate all future conflicts with the contract now in progress and with any future contract in the area.

This will also give a more desirable situation after construction is completed, since it will eliminate high voltage lines passing under the structures, the hazard to future maintenance, and all other hazards that result from their presence. This will also allow the line to be energized at all times and will create a better condition to all concerned with this project.

We, therefore, request your approval to proceed with this work on the basis outlined herein. Proper care will be taken to be sure no conflict will occur with the construction of footings for Bents C & D-17 and BD-4, CA-5 as a result of this underground installation. Your attention is called to the fact that the contract method will be used by the power company for the installations under the railroad tracks. The Southern Pacific Company will perform all track work required.

Our contractor plans to begin driving piles for Bents C & D-17 on August 1, 1965, and, therefore, we will appreciate your early attention to this matter so that the adjustment may proceed with minimum delay.

Very truly yours,

F. D. Mozyn
Construction Engineer

By
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:fp:bjm

cc: R. L. Porter
Tom Edwards
I. D. Merchant
A. E. Johnson
Jack Hesla

RECEIVED
JUL 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

PACIFIC POWER & LIGHT COMPANY

PUBLIC SERVICE BUILDING

PORTLAND 4, OREGON

July 15, 1965

In Reply Please Refer
To: PD-9-PO-18

Mr. Jack Hesla
Field Utilities Liaison Engineer
State of Oregon
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon, 97213

Subject: East Marquam Interchange Unit
East Bank Freeway Section-Pacific Highway
Multnomah County, Oregon

Dear Mr. Hesla:

Enclosed for your consideration and approval are eight copies of our construction cost estimate and related maps covering the relocation of electric distribution facilities in connection with the above referenced highway project.

Should you desire additional information please feel free to call us at CA 6-7411, Ext. 578, Portland.

Yours very truly,

Robert A. Martin
Property Department Manager

RAM:ms

Encs.

* cc: Mr. Mark A. Grayson
Commissioner of Public Utilities
Portland City Hall, Room 311
Portland, Oregon, 97204

* Mr. G. E. Rohde, Chief Counsel
State of Oregon Highway Department
Salem, Oregon, 97310

* Mr. Ted Litchfield
Utilities Liaison Engineer
State of Oregon Highway Department
Salem, Oregon, 97310

*w/copies of Construction Cost Estimate and maps.

CONSTRUCTION DIVISION
RECEIVED
JUL 19 1965
NOTED: CC ASE ACE COE

Pacific Power & Light Company
Portland 4, Oregon

June 30, 1965

PD9-PO-18(D)

To: State of Oregon
State Highway Department
Salem 10, Oregon

Subject: Construction cost estimate in connection with relocation of distribution facilities for State of Oregon Highway Department Project No. I 5-6-(41) 301, East Marquam Bridge Interchange.

Description of Project

Three distribution poles and related facilities will be removed and underground circuits installed along the South side of S. E. Market Street, extending from S. E. First Street to the East bank of the Willamette River.

The relocation of facilities will be accomplished by Pacific's utility forces, except for excavation to be contracted, and repair of street surfaces which will be done by the City of Portland at Pacific's expense.

Method of Developing Relocation Cost

Since approximately one half of the overhead facility involved will require adjustment because of highway requirements, it will be the obligation of the State Highway Department to reimburse Pacific on the basis of 50% of the net cost of construction.

The underground circuit to be installed will not increase the carrying capacity of the line to which it is connected, therefore no credit has been allowed for extended life or betterment of the facility. It is not an operational unit of the Company's electrical system and the life of the relocated section is not expected to exceed that of the segments to which it is connected.

A. Installation Cost

(1) Materials to be used:

Description	Quantity	Unit Cost	Amount	Total
Pole, 70'	1	140.00	140.00	
Crossarm 10'-6,Single,F.B.	1	8.35	8.35	
Crossarm 10'-6,Double,A.B.	2	23.70	47.40	
Down Guy 7/16" U.G.	1	11.60	11.60	
Anchor,20"Plate & 1"Rod	1	16.15	16.15	
6" Disc including Hdwe.& D.E.Clamps	6	4.05	24.30	
Pin Type Insulator KV	9	1.44	12.96	
Lightning Arrester 12 KV	3	31.45	94.35	
Switch,15KV,600 Amp	1	840.00	840.00	
Conduit,4" Steel	810 ft.	1.98	1603.80	
Conduit,4" 90°Bend	1	24.00	24.00	
Conduit, End Bell EWS-400	1	7.00	7.00	
Conduit, Ring Grip C4-R200	1	5.10	5.10	
Conduit Offset, Bracket B-18	4	5.46	21.84	
Clamp, Ground T&B 3905	1	4.84	4.84	
Conduit, 6" Steel 10' long (Splice Box)	2	36.00	72.00	
Cable 1/6 500 MCM Vulkene	2600 ft	2.00	5200.00	
Misc. Splicing Material	Lot		90.00	
Total Materials			8223.69	
Plus Stores Overheads @ 10%			822.37	
Total Materials Used				$ 9,046.06

(2) Installation Labor:

	Hours	Rate	Amount	
5-Man O.H.Line Crew	13.5	19.30	260.55	
4-Man Holedigging Crew	5.4	15.24	82.29	
3-Man Underground Crew	93	11.85	1102.05	
4-Man Underground Crew	33	16.76	553.08	
Labor Overheads @ 33.5%			669.32	
Total Labor Cost				$ 2,667.29

Equipment Cost

	Hours	Rate	Amount	
Class 3-Light Truck	256 Miles	.15	38.40	
Class 5-Heavy Truck	18.9 Hrs.	2.75	51.98	
Total Equipment Cost				$ 90.38

		Amount	Total
(3)	Contract to do all excavating Remove & reset rails and push conduit under tracts.	3146.40	
	Black Top	142.00	
	Cartage	80.00	
	Total Contracts & Cartage	3368.40	
	Total Direct Installation Cost	15172.13	
	General Overheads @ 24%	3641.31	
	Total Installation Cost		$18,813.44

B. Removal Cost

(1) Labor:

Classification	Hours	Rate	Amount	
5-Man O.H. Line Crew	34.68	19.30	669.32	
Labor Overheads @ 33.5%			224.19	
Total Labor Cost				$ 893.51

(2) Equipment Cost:

Class 5 - Heavy Truck	34.68	2.75	95.37	
Total Equipment Cost				95.37
Total Direct Removal Cost				988.88

C. Materials to be Removed:

Description	Quantity	Unit Cost	Amount	Total
Pole 75'	1	128.00	128.00	
Pole 70'	1		Junk	
Alley Arm	1	10.00	10.00	
Crossarm 8'6" Single Arm	12	-	Junk	
Down Guy 7/16" U.G.	1		Junk	
Anchor 20" Plate & 1" Rod	1		Junk	
6" Disc	18	36.00	36.00	
Pin type Insulator 15 KV	20	20.00	20.00	
Pin type Insulator #44.	7	7.00	7.00	
Lightning Arrester 12 KV	3	15.00	15.00	
Switch K.P.F. 400A 15 KV	1	200.00	200.00	
Wire 4/0 BC	2520	376.00	376.00	
Wire #4 WPC	1200	46.00	46.00	
Neutral Bracket	2		Junk	
Total Credit Salvage				$ (838.00)

Summary of Cost of Relocation

A - Installation	18,813.44	
B - Removal	988.88	
C - Salvage	(838.00)	
	18,964.32	
Total Cost of Relocation		$18,964.32

Allocation of Costs:

Obligation of the State $18,964.32 @ 50%	9,482.16
Cost to Pacific Power & Light Company	9,482.16

PACIFIC POWER & LIGHT COMPANY
PORTLAND, ORE.

RELOCATE 11-D-15 OH FEEDER
TO UNDERGROUND
SE MARKET ST. FROM SUB. CABLE
TO A POLE EAST OF SE. 1ST AVE

SCALE = 1"=50' BY E.W.
DATE - JUNE - 1966
APPROVED BY O.J. Cardelli

MATCH 5+60 LINE

5+00

6 SETS OF TRACKS
PORTLAND TRACTION CO

OPEN CUT
SAT. 6:00AM to 4:00PM.

TRACK

SE M.H. DUCT.

- SPLICE - 6" STEEL PIPE

— WATER AVE. —

PHONE CO DIP
ON FACE OF BLDG.

4'x4' VAULT WELL
DIP UNDER

BRIDGE FOOTINGS

4" CONDUIT

PGE MAN HOLE
DUCT DN 3'

SE MARKET ST

PGE AUTO
GARAGE

PIPE

SECTION
BUILDING FOOTINGS

BRIDGE FOOTINGS

4" CONDUIT

NORTH

SPLICE AREA USE
6" STEEL PIPE

LEAD CABLE RISER OFF POLE

POLE TO BE REMOVED

SUB. CABLE.

SE MARKET ST.

POLE REMOVE

TREE

NEW POLE
RUN 4" PIPE UP POLE
36'

MAIN LINE
TRACKS
PUSH PIPE

1ST. AVE.

4" CONDUIT

OPEN CUT

WOOD PLATFORM
TO BE REMOVED

OPEN CUT

PUSH UNDER THIS
TRACK

MATCH 5+50 LINE

RELOCATE 11-D-10 OH FEEDER
TO UNDERGROUND
SE MARKET ST. FROM SUB. CABLE
TO A POLE EAST OF SE 1ST AVE

SCALE = 1"=50' BY BW
DATE. JUNE. 1966
APPROVED BY A J Cardelli

5400

6 SETS OF TRACKS
PORTLAND TRACTION Co

OPEN CUT
SAT. 6:00AM to 4:00PM.

TRACK.

SE M.H. DUCT.

SPLICE - 6" STEEL PIPE

WATER AVE.

PHONE Co DIP
ON FACE OF BLDG.

4'x4' VAULT WELL
DIP UNDER

BRIDGE FOOTINGS

4" CONDUIT

PGE MAN HOLE
DUCT DN 3'

SE MARKET ST

SE. MARKET ST.

PGE AUTO
GARAGE

PIPE

SECTION
BUILDING FOOTINGS

BRIDGE FOOTINGS

POLE REMOVE

TREE

NEW POLE
RUN 4" PIPE UP POLE
36'

MAIN LINE
TRACKS
PUSH PIT

1ST. AVE

4" CONDUIT

OPEN CUT

4" CONDUIT

NORTH

WOOD PLATFORM
TO BE REMOVED

OPEN CUT

SPLICE AREA USE
6" STEEL PIPE

LEAD CABLES RISER OFF POLE

PUSH UNDER THIS
TRACK

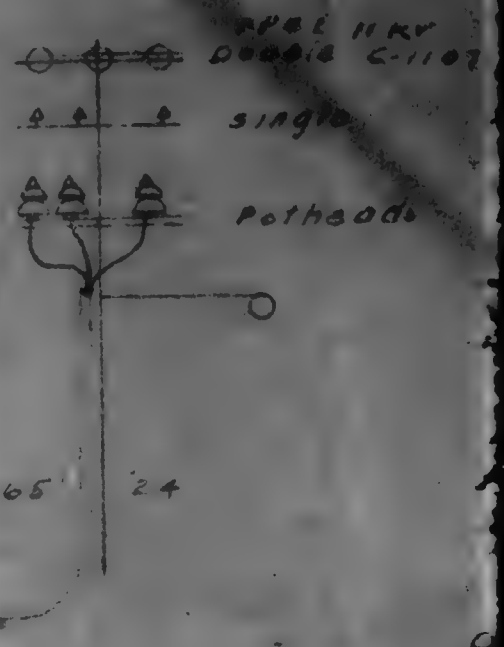
POLE TO BE REMOVED

MATCH - 5150 LINE

SUB. CABLE.

EAST HARBOR LINE

RIVER



037440 J

SE.

MADISON ST.

037542 J

037543 J

SE

HAWTHORNE

037441 J

WATER AVE.

037442 J

Drown KNOKR

Field Check Roth

ER 31- -122

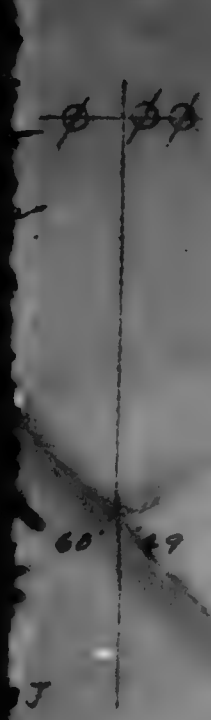
WO. —

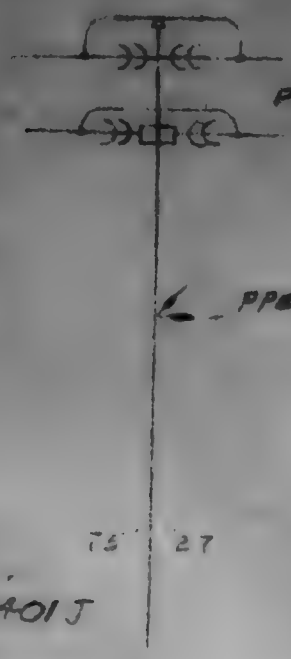
F.10 122-161

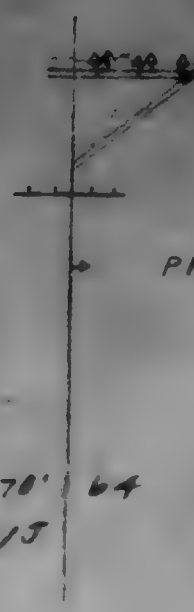
Map 3130-3230
14-01-01-03-A & 14-01-01-03-D

Foreman: _____

Date Completed _____







Drown KNOER

Field Check Roth

ER 31- -122

WO.

F.10 122-451

Map 3130-3230
14-01-01-03-A & 14-01-01-03-D

Foreman

Date completed

4 Reserve 038401J

W. Bruce

Willamette River

Rem. 7/16 Down Guy
20' Pl. on 1" Rod

037440 J

PGE to Rem. Poles when building is torn down

Remove 400A. 15 KV
KPF Sw. No. 672

037400

Rem. 1-Ø Neut. &
Relinquish Int. on Poles

037405 J

037444 J

037443 J

037442 J

037441 J

037445 J

037446 J

SE.

SE.

SE.

SE.

WATER AVE.

Rem. Neut. Arm

Rem. 3-Ø Neut.

Rem. Neut.

Road Pole

Guy

MARKET

HAWTH

MADI

MADISON ST.

HAWTHORNE

Drown KNORR

Field Check Roth

ER 31- -122

WO.

File [redacted]

Map 5130-3230
14-01-01-02-A & 14-01-01-02-D

Foreman

Date Completed

Rem. Neut. Arm

CLAY ST.

Rem. Neut. Upset Bolt

038400

Rem. 75' pole

SE. 1ST. AVE.

Lgs. 7/16" Down Guy 20' West. #1 Pole

175. 3-12 KV Arresters

12 KV

Replace 45' pole with 50' Class 4 pole

Lgs 6004 15 KV Schwager Wood Use 6" Drop-A Insl

SE. 2ND. AVE.

038402 J

SE. 3RD. AVE.

MARKET ST.

Rem 1-4 Neut

70 65

038401J

Drown KNORR

Field Check ROTH

ER 31- -122

WO. -

F. ID 122-451

Map 3130-3230
14-01-01-03-A & 14-01-01-03-D

Form 0

Date Comp. 7-20

SE 2ND. AVE.

038402J

SE. 3RD. AVE.

12 KV

Replace 9 Rd. pole w/ 40' class, w/ guy. Pole No. 038401J

Ins 6004. 15 KV Sectionalizer Weather Use DA & Drop-Out

Arrester, 5

MARQUAM BRIDGE

WILLAMETTE

PGE Conc. Vault MH #445

Stephens Sub-station

Stephens

22' S.P.

Sub-Sta

12"

RIVER

HARBOR LINE

Top of bank

END RELOCATION
Join To Sub Cable

PGE

PPL
Sub Cable

Extend

PROPOSED UNDERGROUND
RELOCATION

Bent C-E D-17

SPAN C-16

NONREIMBURSABLE

SPAN C-7

C Line

D Line

SPAN D-17

SPAN D-16

SPAN CA-5

SPAN BD-2

BENT BD-3
CA-5

SPAN BD-3

BENT BD-3
CA-5

Office

12-4"

PGE conc. Vault
& M.H.

Oil Tank
Filler Cap

Steam Valve
Box

2½" Steam Line

446 PGE M.H.

536 PGE M.H.

12-4"

6" Water

PGE Conc
Vault M.H.
#445

22' S.P.

24" Water

River crossing Main

Water Gate Chamber

Diesel Tank

Existing M.H.

(C)

2½" Steam Lines

6" Water

REIMBURSABLE

10" Water

Existing overhead Wires

Sub-Station

Location of Platform indefinite

HAWTHORNE BRIDGE

PG&E

SPAN C-16

NONREIMBURSABLE

SPAN D-16

SPAN C-4

SPAN BD-2

SPAN BD-3

BENT BD-3 CA-4

Bent D-16 BD-2, CA-3

PG&E conc Vault & MH & 281

1-4" I P & L & Pr. Telephone

OFFICE

PG&E Vault #448

1-4" IP

2½" Steam Line

CLAY

HAWTHORNE

MADISON

S.E. WATER AVE

REIMBURSABLE

FIRST

To Portla

AVE.

14" Water

Existing overhead Wires

55'

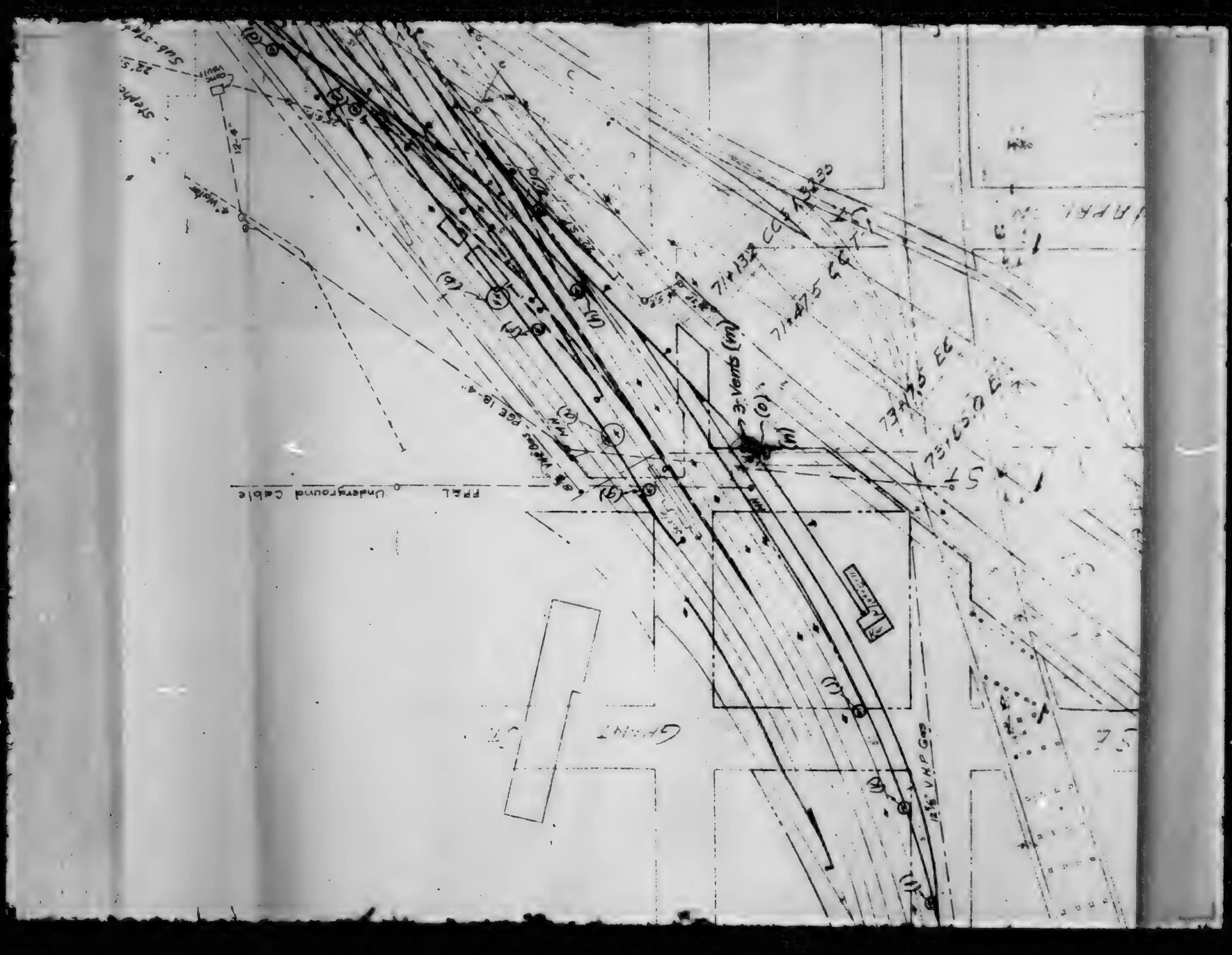
57

PLACE

ST.

PGE
Fuel Oil
Storage
Tank

SHERMAN ST.


Underground Cable
Wires
Sub-Station
Water
Steam
Gas
Electric
Telephone
Fire Alarm
Manhole
Hydrant
Valve
Meter
Regulator
Tank
Pole
Guy
Anchor
Conduit
Duct
Vault
Switch
Transformer
Lamp
Post
Box
Signal
Catch Basin
Sewer
Drain
Culvert
Bridge
Tunnel
Railroad
Trolley
Elevated
Subway
Ferry
Dock
Pier
Wharf
Building
Church
School
Hospital
Jail
Police
Fire
Park
Cemetery
Golf
Tennis
Baseball
Football
Track
Grandstand
Fence
Wall
Hedge
Tree
Woods
Orchard
Vineyard
Nursery
Greenhouse
Farm
Barn
Silo
Stable
Kennel
Pasture
Meadow
Swamp
Marsh
Bog
Lake
Pond
Stream
River
Canal
Ditch
Spring
Well
Quarry
Gravel
Sand
Clay
Rock
Mine
Shaft
Tunnel
Dump
Landfill
Incinerator
Scale
Compass
Legend
Title
Date
Surveyed
Drawn
Checked
Approved
Revised
Sheet
Of
Sheets
Index
Key
Plan
Detail
Section
Elevation
Profile
Cross
Longitudinal
Transverse
Oblique
Perspective
Isometric
Orthographic
Projection
Scale
Feet
Inches
Miles
Kilometers
Meters
Centimeters
Millimeters
Degrees
Minutes
Seconds
Bearings
Azimuth
Declination
Variation
Magnetic
True
Grid
Datum
Benchmark
Monument
Corner
Boundary
Property
Lot
Block
Tract
Subdivision
Addition
Survey
Traverse
Triangulation
Leveling
Contour
Interval
Index
Map
Atlas
Book
Page
Volume
Number
Name
Address
Owner
Agent
Surveyor
Engineer
Architect
Contractor
Builder
Developer
Planner
Zoning
Permit
License
Fee
Tax
Assessment
Value
Improvement
Land
Total
Area
Square
Acre
Hectare
Perimeter
Length
Width
Depth
Height
Elevation
Grade
Slope
Percent
Ratio
Proportion
Scale
Feet
Inches
Miles
Kilometers
Meters
Centimeters
Millimeters
Degrees
Minutes
Seconds
Bearings
Azimuth
Declination
Variation
Magnetic
True
Grid
Datum
Benchmark
Monument
Corner
Boundary
Property
Lot
Block
Tract
Subdivision
Addition
Survey
Traverse
Triangulation
Leveling
Contour
Interval
Index
Map
Atlas
Book
Page
Volume
Number
Name
Address
Owner
Agent
Surveyor
Engineer
Architect
Contractor
Builder
Developer
Planner
Zoning
Permit
License
Fee
Tax
Assessment
Value
Improvement
Land
Total
Area
Square
Acre
Hectare
Perimeter
Length
Width
Depth
Height
Elevation
Grade
Slope
Percent
Ratio
Proportion

REIMBURSABLE

10" Water

Existing overhead Wires

Proposed Underground Relocation

Begin Underground Relocation

Replace a 70' pole with a 70' Po
20' West 4' South Pole #03

Location of
Water Lines indefinite

Sub-Station

12"x18" conc. vault

12" Water

S. E. STEPHENS ST.

S. E. MILL ST.

S. E. MARKET ST.

S. E. THIRD AVE.

S. E. UNION AVE.

S. E.

(Utili
P.D.E.

REIMBURSABLE

To Portland

AVE.

10" Water

Existing overhead Wires

Replace a 70' pole with a 70' Pole
20' West 4' South Pole #038401J

AVE

AVE.

Utilities & Track Revision
Portland Traction Co. Area
East Marquam Interchange
(Utilities West of Water Avenue Not Shown)
D.E. Sturmer, Loc. Eng'r. March 11, 1965

LEGEND

Poles.....

New Tracks & or Bldgs.....

Tracks & or Bldgs. to be removed.....

LIEBMAN ST

PGE
Fuel Oil
Storage
Tank

ST

PLACE

CARLTHERS

DUSKIN

MCLOUGHLIN BLVD

SIXTH ST

SE

SE

SE

SE

S

PP&L

Under

8" VHP Gas - PGE 18-4"

MH

(a)

(b)

(g)

(h)

3-Vents (m)

(o)

(n)

(l)

(k)

(i)

12⅝" VHP Gas

7" 132 CC

7" 47.5 CF

73" 45.0 EC

73" 45.0 EC

S.

S.E. GRAND

S.E. DIVISION

S.E. LINCOLN

S.E. AVE.

S.E.

S.E.

S.E.

HAPPEL

Water Lines indefinite

S E

12" Water

S. E.

32" Water

12'x13' conc. vault

STEPHENS ST.

S E

THIRD

AVE.

MILL ST.

MARKET ST.

S. E.

S. E.

UNION

AVE.

S. E.

AVE.

Utili
Port
East
(Utilities
F.D.E. Stur

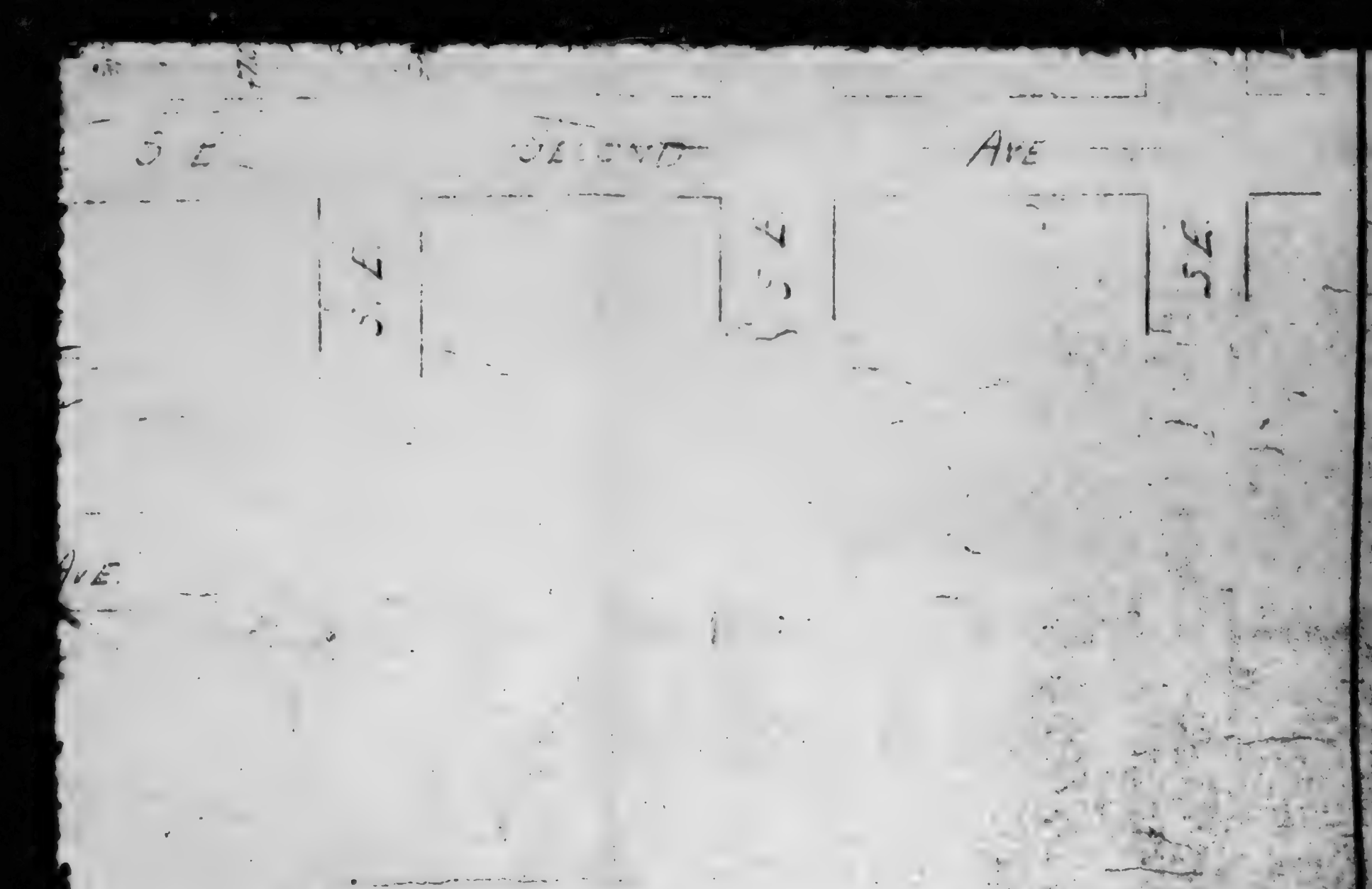
Pole
New
Trac
Trac

SOU

E
Scale

LEGEND

Red shows new work
Yellow shows shift or abandon
Shows S.P.Co. property line
Shows P.T.Co. property line
Shows Hwy. easement line



Utilities & Track Revision
Portland Traction Co. Area
East Marquam Interchange
(Utilities West of Water Avenue Not Shown)
D.E. Sturmer, Loc. Eng'r. March 11, 1965

LEGEND

Poles.....

New Tracks & or Bldgs.....

Tracks & or Bldgs. to be removed.....

Tracks & or Bldgs. to remain in place.....

SOUTHERN PACIFIC COMPANY

PACIFIC LINES

MAIN LINE

EAST PORTLAND

Proposed changes

East end Marquam Bridge

Scale 1" 100'

IGN Aug 3, 1964

Rec Oct 22, 1964

Redrawn Dec 10, 1964

OREGON DIVN.

DRAWING P-18903-F

SHEET NO. 1

RECEIVED
AUG 1 3 1965
FOR

6576

STATE COPY
OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 12 1965 Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name East Marquam Interchange Unit 1 Date July 20, 1965

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Bros. Contractors, Inc. F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert St., Portland, Oregon 97217 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install guradrail & 2 gates at West approaches to Marquam Bridge.

1. Maximum equipment rental rates allowable as per A.G.C. agreement.
2. Percentage allowed contractor is in accordance with executed contract.

Location by station numbers:

"A" 496+70, "B" 501+70, "C" 485+35, "D" 483+85.
"D" 493+00
Two installations at upper and lower levels at Pier 1 using a cable or chain.

Estimate of quantities and cost:

Labor	$450.00
Material	700.00
Equipment	200.00
Total	$1,350.00

NOTED
F. R. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

These installations are required to properly & adequately protect the public from gaining access to the Marquam Bridge.

No work has been performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,121,177.06
Present estimate of project cost, including $1,350.00 for work under this order	$3,957,679.98
Expected under-run ~~over-run~~ amount	$163,497.08
Expected under-run ~~over-run~~ per cent	3.97

Space to right of this line is for use of Salem Office

Submitted by: /s/ R.S. SHOTWELL
Resident Engineer

Approval Recommended: /s/ ALFRED A. REAR
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict
Asst. Division Engineer

Approved /s/ L.H. YOUNG
Deputy State Highway Engineer, Office Engineer.

State Printing

Young 8-12-65

I-5-6(41) East Marquam Interch. Unit, 1965
301 East Bank Fwy. Sec., Pacific
#6576 Hwy. in Portland Folder # 3

I-5-6(41) East Marquam Interch. Unit, 1965
301 East Bank Fwy. Sec., Pacific
#6576 Hwy. in Portland Folder # 3

CIA 2551
CIA 2835
CIA 2010

RECEIVED
JUL 6 - 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FOR FILING

I-5-6(41)301

6576

To: MEMO TO THE FILES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1965

SUBJECT: Installation of New Gasoline Tanks
PGE Adjustment
E. Marquam Interchange Section
Pacific Highway - Multnomah County
Project No. I-5-6(41)301
Contract No. 6576

Attached is a tabulation of bids received by Portland General Electric Company for the installation of new gasoline storage tanks to be used in connection with the company's operations of their Market Street Garage. These tanks will replace existing tanks that are located in an area which will interfere with construction of Marquam Bridge ramps.

The company is awarding this work to the low bidder, Ron Miller, Beaverton, Oregon, with the understanding the cost will be included in the final property settlement. This low bid of $6,426.44 represents a saving of approximately $1,300 to the State over the company's original estimate of $7,730.

Phil G. Preston

(for) T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. NIABOE

PGP:bjm
Attachment

cc: F. B. Klaboe (w/attach.)
D. H. Moehring "
L. H. Young "
G. E. Rohde "

RECEIVED
JUN 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

PORTLAND GENERAL ELECTRIC COMPANY

Electric Building
621 S.W. Alder Street
Portland, Oregon 97205

June 16, 1965

Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Litchfield:

For your information and files, we are sending you the following tabulation of bids received for the installation of new gasoline storage tanks used in connection with the operation of the Company's Market Street Garage:

Firm	Amount Bid
Ron Miller Beaverton, Oregon	$ 6,426.44
Len Hufford Construction Company Portland, Oregon	6,659.00
Associated Building Contractors, Inc. Beaverton, Oregon	8,924.00
E. E. Settergren Portland, Oregon	10,000.00

These tanks are replacements for existing tanks that are located in areas that interfere with the construction of the Marquam Bridge ramps.

Portland General Electric Company is awarding the contract for the installation of these new tanks to the low bidder, Ron Miller of Beaverton, Oregon.

Sincerely yours,

S. E. Caldwell
Asst. Chief System Engineer

SEC:mm

CONSTRUCTION DIVI
JUN 17 1965

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JUN 24 1965
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FOR FILING

I 5-6(41)201
6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1965

To: Mr. G. E. Rohde
Chief Counsel

SUBJECT: File R-28591 - Portland General Electric
East Marquam Approach

Office

NOTED
R L PORTER

On this date the undersigned received a call from Mr. Ireland, Land Agent for Portland General Electric, who advised that it appeared useless to continue negotiations for the State's acquisition of Portland General Electric property for the Marquam Bridge.

Mr. Ireland stated that we could not reconcile the difference between our appraisals of $103,000 and theirs of $218,000 and $220,000.

He, therefore, informed me that the State should proceed with condemnation at its earliest convenience.

FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks

cc: R. L. Porter
D. H. Moehring
Armand Riveness
J. J. Smith

RECEIVED
JUN 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 16 1965
FOR FILING

I-5-1(41)301
65-16

June 15, 1965

3609

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Re: Fire & Lightning Insurance
East Marquam Interchange
Contract No. 6576
F.A.P. No. I-5-6(41)301

Dear Sir:

As directed by your June 2 Memorandum, Lord Brothers Contractors, Incorporated, has been directed to strike out the words "and The United States of America by and through its Bureau of Public Roads", from the name of insured in The National Union Indemnity Company insurance Policy No. 407878-A issued by Dooly and Company (F 56136).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison

AAR:mm sw

June 15, 1965

Lord Brothers Contractors, Incorporated
9233 N. Calvert
Portland, Oregon

Re: Fire & Lightning Insurance
East Marquam Interchange
Contract No. 6576
F.A.P. No. I-5-6(41)301

Gentlemen:

Contrary to the requirements set forth on Page 4 of the addendum letter dated April 9, 1965, under the heading entitled "Legal Relations and Responsibility to Public", it will not be necessary to name the United States of America by and through its Bureau of Public Roads as one of the insured.

Please have the words, "and The United States of America, by and through its Bureau of Public Roads" stricken from the name of insured in your Policy No. 407878-A issued by National Union Indemnity Company through Dooly and Company (F 56136).

Please furnish a corrected copy of the policy when it has been revised.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
I. D. Merchant
Ted Litchfield
A. E. Johnson
J. D. Howard

AAR:mm sw

FORM E-30 5CM 3-64 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 14, 1965

SUBJECT: East Marquam Interchange
Contract No. 6576
Assignment No. 3609

To: Mr. V. D. Wolfe
Administrative Assistant
O F F I C E

I am enclosing two rough drafts in reply to the June 2 memo regarding The Fire Insurance requirements of The East Marquam Interchange. The first rough draft is to Lord Bros. Contractors, Inc. directing them to revise the name of the insured on their insurance policy. This is a revision of the requirements of the addendum to the special provisions for this project. The second rough draft informs the Bureau of Public Roads of the action taken.

A. A. Rear
Assistant Bridge Engineer

AAR:
Enclosure

cc: Mr. Tom Edwards

RECEIVED
JUN 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
VICTOR D. WOLFE

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 2, 1965

590

In reply refer to: 08-35-DA

REFERRED TO

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301 - East Marquam Interchange
Contract No. 6576, Lord Bros. Contractors, Inc. - Insurance

We received a copy of Lord Bros. Contractors, Inc.'s insurance policy for "fire and lightning" on the East Marquam project. We find that said policy includes the Bureau of Public Roads as part of the insured. It is not according to Public Roads policy to be included directly as a party to the contract. This was brought to your attention by letter dated April 23, 1965.

Following our concurrence in your award of contract, we are formally involved by the signing of the Project Agreement. Please revise the insured in your contract and the policy by striking out "and the United States of America by and through its Bureau of Public Roads".

We will retain the copy of the insurance policy for our file.

RECEIVED
JUN 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
BRIDGE DIVISION
AM JUN 3 1965 PM
7,8,9,10,11,12,1,2,3,4,5,6

Ivan
Bldg
1 w 64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 11 1965
FOR FILING
I-5 6(41) 301
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A

Salem, Oregon
June 10, 1965

East Marquam Interchange
Section
East Bank Freeway
Halsan Transfer Company
United Grocers
R/W File No. 34093
Legal File No. 4447

Memo to the File

On June 1 and June 2, I had several conversations with Mr. Herb Clark, Jr. of the Halsan Transfer Company. The first part of a dual request by Mr. Clark was that we hold up the impending condemnation action scheduled to go to court on Monday, June 7, in order that he can present new evidence to our appraiser concerning his plans for future development in the area. I checked this matter out with Mr. Patterson of our Trial Section, and he advised me that he had heard that Clark had some plans which would require the use of the property under condemnation, but that he had never delivered these plans to us. Mr. Patterson advised me further that he had no objections to delaying the trial but that if it were to be delayed, a request would have to be made by Mr. Clark's attorney and not him.

The second part of the dual request was for the State to consider a trade of property using some State-owned property lying west of S. E. Water Avenue and immediately north of the eastbound Water Avenue ramp from the Morrison Bridge.

I advised Mr. Clark that I could not consider such a proposal favorably for the following reasons: (1) that we had a policy to allow the City of Portland first refusal on such areas as this and (2) that they had already expressed an interest in the property for possible parking to serve the Esplanade Marina proposal.

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. G. H. Rohde Att: Mr. Robert Patterson
Mr. F. D. Morgan
Mr. A. E. Johnson

FBK:srb bg

SEC. 3

S.E. MORRISON ST.

1ST AVE.

S.E. BELMONT ST.

S.E. WATER ST

R/W

Leased

Exist.

Repair Exist. Stairway
See Dwg. No. 20194

Const. 4.5' P.C.C. Walk

WASTE AREA

Const. CL-6 Fence

Const.

NORTH BOUN

Taper 1' in 35'

Const. Metal Median Ba

SOUTH BOU

Access Control Line

Const. CL-6 Fence

Const. 10'

S.E. LINE

421

425

35' Min.

5' Min.

12 | 12 | 12

"SE" 11+30.21 P.S.C.
"L" 421+42.47 P.S.C.

"SE" 10+30.21 P.C.S.
"L" 422+42.47 P.O.C. (3 PI)

"L" 423+45 Lt. Reconst. Manhole

"L" 423+60.51 P.C.S.

MORRISON ST. BRIDGE

"L" 425+10.51 P.T.

"L" 427+15 Reconst. Manhole Const. 2 Type "D-1" Inlets Inst. 8" Plain Conc. Storm Sewer Pipe-6" (Ext. Str.) Tr. Exc. 1 C.Y.

Const. Guard Rail Lt. & Rt.
For Quantity, See Sheet 3

"L"
1°30' C.L.
Δ 5°31'14"
Tg 259.17'
Lmc 218.04'

"L"
150' Sp.
S 1°07'30"
a 1.0

Inst. 19 Y-2 Guide Posts

Const. P.C.C. Pavement

Const. A.C. Pavement

Note: For Profiles, See Sheet 3A

PRICE DETAILS CHECKED TC.E. 3-11-65

8V-208

SEC. 3, T. 1 , R. 1E., W.M.
PORTLAND

EAST MARQUAM INTER GE UNIT EAST BANK FREEWAY SECTION PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-6(4)301		See Index

Revised 4-8-65 "DY" Line Align.
Retg. Wall Added
Revised 4-14-65 "DY½" Line Align.

Hwy. Property

R/W Required From United Grocers

S. E. YAMHILL ST.

Remove Extg. Pvmt.

"DY½" 425+53.82 P.O.T.

Remove Extg. Curb

Remove Extg. Walk

50' Salv. Guard Rail - 50'

"DY" 428+00 Inst. 2½" Galv. Steel Pipe-24'

"DY½" 426+79.68 P.C.

"DY½" 36°-28'-27" R-159.16' L-170.76'

Berm Paving

"DY½" 428+50.44 P.C.S.

"DY½" 200.59 S-36°-00' a-18.0

"DY" LINE

WASTE AREA

CL-6 Fence

Const. Type "C" Curb

"L" LINE

NORTH BOUND

Median Barrier

SOUTH BOUND

Fence

Const. 10' A.C. Footpath

Harbor Line

S. E. TAYLOR ST.

Metal Median Barrier

Fire Hydrant

"DY½" 430+50.44 P.T.

Access Control Line

"DY½" E. 433+02.00

"DY" 425+00
Adjust Manhole
Const. Type "G-1" Inlet
Inst. 8" Plain Conc. Storm Sewer Pipe-40' (Extra Strength)
Tr. Exc. 10 C.Y.

"DY½" 431+60 to "DY½" 432+80
Const. Conc. Retaing Wall
Class "A" Conc. 40 C.Y.
Metal Reinf. 2850 lbs.
Tr. Exc. 40 C.Y.
Dwg. No. 20012 (Type E)

2 Extg. Fire Hydrants

"DY½" 433+02.00 P.O.T.
"D" 433+02.00 (23' Rt.)

Const. Pvmt. Terminals at Bridge End. See Sheet 2-C

S. E. SALMON ST.

Access Control Line, Where Not Shown, Coincides with the Bridge Hand Rails.

"D" 800' Sp. S 16°00' a 0.5

RIW

Const. CL-6 Fence

"D" LINE

S. 16°32'15" W.

22.5'

Taper 50'

Const. Type "C" Conc. Island

Const. P.C.C. Surfacing, Thkn. 4"

S. 14°30'00" W.

Taper 1' in 20'

Const. Type "C" Curb

S. 11°30'00" W.

Emb Area (Random Fill)

"C" LINE

Const. Guard Rail - 200' New 50' Salv.

Esplanade

Inst. 12" Plain Conc. Storm Sew. P. - 165'
Dr. Exc. 94 C.Y.

Inst. 12" Plain Conc. Storm Sewer Pipe-200'
Dr. Exc. 48 C.Y.

Extg. Fire Hose Conn.

"L" 429+15
Reconst. Manhole
Const. 2 Type "G-1" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe-6' (Ext. Str.)
Tr. Exc. 1 C.Y.

"L" 431+25
Const. Manhole (Top El. 362-F.L. El. 322)
Const. 2 Type "G-1" Inlets
Inst. 18" Corr. Steel Pipe-80' (16 Ga. Asb. Prot. Type Coating)
Inst. 8" Plain Conc. Storm Sewer Pipe-130' (Extra Strength)
Tr. Exc. 55 C.Y.

EQUA. "L" 431+92.62 P.O.T.
"D" 431+23.59 P.S. (19' Lt.)

EQUA. "L" 432+15.87 P.O.T.
"C" 431+07.99 P.O.T. (31' Rt.)

"C" 432+15
Const. Manhole (Top El. 448-F.L. El. 388)
Inst. 8" Plain Conc. Storm Sewer Pipe-93' (Ext. Str.)
Tr. Exc. 15 C.Y.

"C" 432+86.17 P.S.

"C" 433+00
Const. Manhole
Const. Type "GB" Inlet (No Subgrade Drains)
Const. Type "B" Inlet
Inst. 8" Plain Conc. Storm Sewer Pipe-36' (Ext. Str.)
Inst. 12" Plain Conc. Storm Sewer Pipe-44' (Ext. Str.)
Tr. Exc. 16 C.Y.

"C" 433+70
Const. 2 Type "B" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe-55' (Ext. Str.)
Tr. Exc. 15 C.Y.

"C" 434+65
Const. Manhole
Inst. 2 Type "B" Inlet
Inst. 18" Corr. Steel Pipe-110' (16 Ga. Asb. Prot. Type Coating)
Inst. 8" Plain Conc. Storm Sewer Pipe-65' (Ext. Str.)
Loose Rip Rap - 15 C.Y.
Tr. Exc. 99 C.Y.

C. 3, T. 1 , R. 1E., W.M.
PORTLAND

EAST MARQUAM INTERCHANGE UNIT EAST BANK FREEWAY SECTION PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-6(41)301		See Index

Revised 4-8-65 "DY" Line Align.
Retg. Wall Added
Revised 4-14-65 "DY½" Line Align.

Hwy. Property

R/W Required From United Growers

S.E. YAMHILL ST.

Remove Extg. Pvmt.

"DY½" 425+53.82 P.O.T.

35' R.

Remove Extg. Curb

Remove Extg. Walk

Salv. Guard Rail-50'

"DY" 428+00
Inst. 2½" Galv. Steel Pipe-24'

"DY½" 426+79.68 P.C.

"DY½" L-170.76 R-1591.6' Δ 6°1'28.27"

"DY½" 200' Sp. S-36.00' a-18.0

"DY½" 428+50.44 P.C.S.

Berm Parking

R/W

"DY½" 430+50.44 P.T.

Access Control Line

Const. Type "C" Curb

S.E. TAYLOR ST.

"DY" 425+00
Adjust Manhole
Const. Type "G-1" Inlet
Inst. 8" Plain Conc. Storm Sewer Pipe-40' (Extra Strength)
Tr. Exc. 10 C.Y.

Access Control Line, Where Not Shown, Coincides With the Bridge Hand Rails.

"DY½" 431+60 to "DY½" 432+80
Const. Conc. Retaing Wall
Class "A" Conc. 40 C.Y.
Metal Reinf. 2850 lbs.
Tr. Exc. 40 C.Y.
Dwg. No. 20012 (Type E)

2 Extg. Fire Hydrants

"DY½" 433+02.00 P.O.T. "D" 433+00.00 (23' Rt.)

S.E. SALMON ST.

"D"
800' Sp.
S 16°00'
a 0.5

Const. Pvmt. Terminals at Bridge End. See Sheet 2-C

Const. CL-6 Fence

R/W

"D" LINE

S. 16°32'15" W.

225' R

Const. Type "C" Conc. Island
Const. P.C.C. Surfacing, Thkn. 4"

130

BOUND "L" LINE

S. 11°30'00" W.

Taper 1' in 20'

Const. Type "C" Curb

Emb Area (Random Fill)

"C" LINE

435

Esplanade

Const. Guard Rail-200' New
50' Salv.

Inst. 12" Plain Conc. Storm Sew. P.-165'
Dr. Exc. 94 C.Y.

10' A.C. Footpath

Inst. 12" Plain Conc. Storm Sewer Pipe-200'
Dr. Exc. 48 C.Y.

Extg. Fire Hose Conn.

Harbor Line

"L" 429+15
Reconst. Manhole
Const. 2 Type "G-1" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe-6' (Ext. Str.)
Tr. Exc. 1 C.Y.

"L" 431+25
Const. Manhole (Top El. 38.2-Fl. El. 32.2)
Const. 2 Type "G-1" Inlets
Inst. 18" Corr. Steel Pipe-32' (16 Ga. Asb. Prot. Type Coating)
Inst. 8" Plain Conc. Storm Sewer Pipe-130' (Extra Strength)
Tr. Exc. 55 C.Y.

EQUA. "L" 431+92.62 P.O.T.
"D" 431+23.59 P.S. (19' Lt.)

EQUA. "L" 432+15.87 P.O.T.
"C" 431+07.99 P.O.T. (31' Rt.)

"C" 432+15
Const. Manhole (Top El. 44.8-Fl. El. 38.8)
Inst. 8" Plain Conc. Storm Sewer Pipe-93' (Ext. Str.)
Tr. Exc. 15 C.Y.

"C" 432+86.17 P.S.
"C" 433+00
Const. Manhole
Const. Type "G-B" Inlet (No Subgrade Drains)
Const. Type "B" Inlet
Inst. 8" Plain Conc. Storm Sewer Pipe-36' (Ext. Str.)
Inst. 12" Plain Conc. Storm Sewer Pipe-46' (Ext. Str.)
Tr. Exc. 16 C.Y.

"C" 433+70
Const. 2 Type "A" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe-55' (Ext. Str.)
Tr. Exc. 15 C.Y.

"C" 434+65
Const. Manhole
Inst. 2 Type "B" Inlet
Inst. 13" Corr. Steel Pipe-110' (16 Ga. Asb. Prot. Type Coating)
Inst. 8" Plain Conc. Storm Sewer Pipe-65' (Ext. Str.)
Loose Rip Rap-15 C.Y.
Tr. Exc. 90 C.Y.

RECEIVED
MAY 21 1965

COMMISSIONERS
GLENN L. JACKSON, Chairman
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 21, 1965

Lord Brothers Contractors, Inc.
9233 N. Calvert
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6576 awarded May 4, 1965, for structure, grade, pave, signing and illumination on the East Marquam Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

RECEIVED
JUN 1 1965

FOR FILING
I-5-6(41)301
6576

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 18 1965
U.S. Bureau of Public Roads

Project Name East Marquam Interchange Unit 1 Date May 18, 1965.

Highway Pacific Contract No. 6576

County Multnomah Prefix 626-1036

Contractor Lord Brothers Contractors, Inc. F. A. Project No. I-5-6(41)301

Address 9233 N. Calvert St., Portland, Oregon 97217 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Flagging Labor

1. Maximum equipment rental rates allowable as per A.G.C. agreement.
2. Percentage allowed contractor is in accordance with executed contract.

Location by station numbers:

Throughout the project.

Estimate of quantities and cost:

State share of flagging cost as covered in the contract specifications.
Labor - $8,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This is the share of flagging costs assumed by the State as covered in contract specification. The cost of flagging is included in the Original Contract Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,121,177.06
Present estimate of project cost, including $8,000.00 for work under this order	$3,956,329.98
Expected under-run / over-run amount	$ 164,847.08
Expected under-run / over-run per cent	4.00

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Assistant Division Engineer

Approval Recommended: [signature] Construction Engineer or Asst. Bridge Engineer

Approved [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

orig to Young 6-10-65

RECEIVED
MAY 18 1965
FOR FILING
I-5-6(41)301
6576

May 17, 1965

3446
3446A

Mr. A. N. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.4-DA

Dear Sir:

This is to advise you of items questioned in the P.S.&E. memorandum dated April 23 on Oregon Project I-5-6(41)301, East Marquam Interchange, Bridge No. 8590, Contract No. 6576.

The fire barrier to protect the structure where the structure is over buildings is under study at this time, and no definite conclusion has been reached by the State and Bureau of Public Roads on this matter. It is hoped that in the near future a solution satisfactory to the State and to the Bureau will be completed so that revised details may be furnished the contractor.

Another item in question in the April 23 memorandum was the width of expansion joints to permit the compartmentalized neoprene joint sealer. A study of this problem has been made and it has been decided to reduce the joint opening to a maximum of 3½" at the extreme width of opening to permit using the compression joint sealer.

Revised details of the expansion joint details will be sent you in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
W. D. Wolfe
C. H. Maison
L. H. Young
Ivan D. Marchant

IDM:mm jwa

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 23, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301, East Marquam
P.S. & E.

Your addendum to contractors dated April 9, 1965 and explanation of conditions outlined in our P.S. & E. memorandum, dated the same date and signed by L. H. Young, have been reviewed and our comments are as follows:

There still appears to be a difference of opinion in the base design for the SE and DY lines. Although our Mr. Macomber and Mr. Gregg did agree to leave design as shown on the plans, it is felt that you still should justify why you wish to use a design thickness in excess of that required by your own design procedure. If further design changes are necessary they can be initiated after award of the contract and we will approve this method.

The fire barrier problem has not been solved to our complete satisfaction; however, this adjustment can be made after award of the contract, and we will approve this procedure.

We also note that in your addendum on Section 7, Legal Relations and Responsibilities to the Public, you indicate that the fire insurance policies should name as co-insured the State of Oregon and "the U.S. of America by and through its Bureau of Public Roads" for protection against losses resulting from fire damage of various spans. We feel that this does not conform to proper procedure and should not indicate the Bureau as co-insured.

We also note in addendum drawing A-65 there are 13 expansion joints with a width greater than 3½ inches utilizing a compartmentalized neoprene joint sealer material. We feel that anything in excess of 3½ inches would give an obvious bump to the traveling motorist and we recommend the deletion of those joints in excess of the 3½ inches and the return to the original plan joint prior to the addendum.

All other items not mentioned but detailed in the addendum and Mr. Young's memorandum of April 19, appear acceptable. When plans are prepared for the various changes that you have indicated in your letter and we have described in this memorandum, please furnish them to this office for approval.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 17 1965
FOR FILING

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6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1965

SUBJECT:

To: MEMO TO FILE

On this date, I discussed with Mr. Dec of the BPR acceptable conditions to the Bureau in connection with the proposed easement from Portland Traction Company. These conditions are as follows:

(1) Upon notification to the State, buildings of fireproof construction below a plane eight feet below the freeway structure are permitted. In addition, railway tracks and vehicular and pedestrian roads may be constructed and operated provided they meet clearance requirements of the Oregon Public Utility Commissioner. Only those commodities may be manufactured, stored, or held within the easement area that are permitted by Interstate Commerce Commission regulations. There is to be no restriction on the parking of motor vehicles.

(2) The State is to have reasonable access to the area for inspection, repair, and maintenance of the highway structure.

(3) There will be no right of access between the property of the Portland Traction Company and the freeway.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
G. E. Rohde

RECEIVED
MAY 12 1965
FOR FILING
I-5-6(41)3-01
6576

May 11, 1965

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

As requested by Mr. Orr on this date, enclosed is a copy of our letter to Mr. G. H. Baker, President of the Portland Traction Company, under date of April 28 and of his reply dated May 6.

This has to do with the permit of entry on the East Marquam Interchange Section of Interstate 5.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
Enc.

cc Mr. Forrest Cooper
Mr. F. B. Klaboe
Mr. Victor D. Wolfe

PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

828 Pittock Block
Portland, Oregon 97205
May 6, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

Referring to your letter of April 28, concerning right of entry permit in Portland Traction Company property in connection with proposed construction of the East Marquam Interchange on Interstate Route 5 in Portland, and requesting modification of item 3 to limit the State's liability to items which the Federal Bureau of Public Roads will approve for Federal-aid participation:

Portland Traction cannot accept the condition cited since the Railroad's legitimate objective is to insure that it will be made whole and will be reimbursed for all costs incurred in connection with this project.

While we understand that you dislike any shift of costs of this highway project to the State, Portland Traction Company certainly cannot allow such highway costs to be shifted to it.

We will continue efforts to reach full agreement on a plan which will be acceptable to all concerned and which will permit full federal participation. We share your confidence that approval of the local Bureau of Public Roads can be obtained, and you may be assured of our complete cooperation to that end.

If you desire to retain the permit of entry until this has been accomplished, we will have no objection, presuming that you will feel free to execute the acceptance at that time.

Yours very truly,

G. H. Baker

RECEIVED
MAY 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
APR 30 1965
FOR FILING

April 28, 1965

Mr. G. H. Baker, President
Portland Traction Company
828 Pittock Block
Portland, Oregon 97205

Dear Mr. Baker:

Your File: C 313-2-62-PT

Thank you for your April 16 letter containing an entry permit on Portland Traction Company property in connection with the proposed construction of the East Marquam Interchange on Interstate Route 5 in Portland.

The Highway Commission has considered the permit and accepts it under the following condition: That the State's liability under item 3 shall be limited to those items and to those things which the Federal Bureau of Public Roads will approve for Federal-aid participation.

As you probably know, the Special Provisions for the new contract, No. 6576, do not permit the contractor to enter Portland Traction Company property until the necessary rearrangement agreements have been consummated. It is this Department's hope that a rearrangement can be developed which will have full Bureau approval. I have been in contact with Mr. Krattschmitt of the Southern Pacific Company quite recently on this point and have had discussions with the local Bureau of Public Roads office. Mr. Krattschmitt has mentioned some concern that even though the local Bureau people might approve the move and rearrangement, later Federal auditors are apt to declare a portion of it as not being eligible to receive Federal-aid reimbursement.

The Bureau of Public Roads indicates that if we can develop a plan which will have BPR prior approval, there is little risk of an audit reversing this approval. This Department will guarantee payment to the Portland Traction

Company for expenses incurred under any plan that has local Bureau of Public Roads approval.

I will appreciate being advised if the above has your approval and if so, the executed entry permit will be returned immediately.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
bc Mr. A. W. Parsons - BPR (with copy of Entry Permit typed to letter)
Mr. Forrest Cooper
Mr. F. B. Klaboe
Mr. Victor D. Wolfe

PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

G. H. Baker
President

828 Pittock Block
Portland, Oregon
97205

April 16, 1965

C 315-2-62 PT

Mr. Forrest Cooper (2)
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

This refers to Mr. Porter's recent telephone request on Mr. Kruttschnitt of the Southern Pacific Company Engineering Department in San Francisco for a right of entry to permit the State of Oregon to proceed with construction of the East Marquam Interchange on Interstate Route 5 in Portland.

Portland Traction Company hereby permits the State of Oregon, its employees, agents and contractors to enter upon that portion of Portland Traction Company property shown shaded on the attached print of Southern Pacific Company-Portland Traction Company Drawing CE-34180, Sheet No. 1, dated April 13, 1965, for the purpose of constructing said highway facilities.

The permission herein granted is subject to the following conditions:

1. State's right to enter said property shall not become effective until after existing buildings, tracks, and other facilities of Portland Traction Company have been removed, relocated, rearranged, or reconstructed in accordance with a construction agreement to be entered into between State and Portland Traction Company at a later date.

2. All work upon and adjacent to Portland Traction Company property is to be performed in accordance with plans and specifications approved by Portland Traction Company.

3. State agrees to assume the entire expense of said highway construction work and to reimburse Portland Traction Company for any and all expense incurred by it in connection therewith.

Mr. Forrest Cooper
State Highway Engineer

4. At a later date, Portland Traction Company shall convey to the State of Oregon, an easement for construction, maintenance and use of an overhead highway structure upon the parcel of property shown on the attached print. In the event State and Portland Traction Company are unable to agree within a period of one year from the date hereof as to the terms and conditions and the just and fair compensation to be paid Portland Traction Company for such easement, State shall immediately file and thereafter prosecute with due diligence, a proceeding in eminent domain before a court of competent jurisdiction for a determination of such terms and conditions and compensation.

If the foregoing is satisfactory, please arrange for acceptance on behalf of the State of Oregon on the enclosed duplicate copy of this letter and return it to me.

Yours very truly,

Attch.

ACCEPTED THIS 20th DAY OF April 1965
ON BEHALF OF THE STATE OF OREGON
BY AND THROUGH ITS STATE HIGHWAY
COMMISSION.

Chairman

Commissioner

Commissioner

C.E. DIV'N.
DRAWING 34180
SHEET NO. 1

WILLAMETTE RIVER

Z

HARBOR LINE

Top of bank

HAWTHORNE BRIDGE

PIONEER CAR LOADING

SHIPPERS

BLVD.

S.E. MADISON ST.

MARQUAM BRIDGE

MARKET ST.

S.E.

S.E. CLAY ST.

S.E. WATER AVE.

S.E. HAWTHORNE

To Milwaukie

LEGEND

PORTLAND TRACTION CO. PROPERTY LINE

RIGHT OF ENTRY FOR EAST MARQUAM INTERCHANGE

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
PORTLAND TRACTION CO.

RIGHT OF ENTRY FOR
EAST MARQUAM INTERCHANGE

SCALE: 1" = 100' — APRIL 13, 1965

DRAWER 8 x 13

FORM E-123 (REV. 12-63)
RECEIVED
MAY 14 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. TRIPLETT, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR PLANNING
E 6 (41) 3-1
6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
May 11, 1965

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. S. E. Caldwell

Re: Contract to Construct Radio Tower - PGE Company
E. Marquam Interchange Section
Pacific Highway - Multnomah County
Project No. I-5-6(41)301 - Contract No. 6576

Gentlemen:

This is in reply to your letter of May 10, 1965 which supplied us with the tabulation of bids on the above-captioned structure.

We concur in your award of the contract to Associated Building Contractors, whose bid of $21,962 was the lowest of the six bids received.

This will also confirm our telephone authorization to proceed with this work as of May 10, 1965.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe (w/copy PGE letter)
A. W. Parsons "
L. H. Young "
C. H. Maison "
A. E. Johnson "
Robert Shotwell "
Jack Hesla "

RECEIVED
MAY 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

PORTLAND GENERAL ELECTRIC COMPANY

Electric Building
621 S.W. Alder Street
Portland, Oregon 97205

May 10, 1965

Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Litchfield:

Confirming our telephone conversation of this date, I am sending you a tabulation of the bids we have received for the self-supported steel radio tower, constructed in place, to replace the existing guyed wood-pole support for PGE Company's radio and microwave antennas.

The relocation of the supporting structures for these radio antennas is made necessary because of the State's pending construction of the East Bank ramp of the Marquam Bridge. In accordance with our telephone conversation, PGE Company desires to award the contract to the Associated Building Contractors whose low bid of $21,962 was the lowest of six bids received for the construction of the steel radio tower.

It is my further understanding from our telephone conversation that the State is agreeable to the award of the contract to this low bidder and because of the time element, PGE Company will proceed on this basis. Will you please confirm this understanding - in the matter of the awarding of this contract - by letter.

Sincerely yours,

S. E. Caldwell
Asst. Chief System Engineer

SEC:mm
Encl.

CONSTRUCTION DIV.
MAY 11 1965
NOTED
E.B. KLABOE

MAY 7 1965

SUMMARY OF BIDS SUBMITTED
2 P.M. - MAY 6, 1965
RADIO LAB COMMUNICATIONS TOWER

CONSTRUCTION COORDINATING DEPT.
FILE REFERENCE No. 472-65-1

Firm	Amount Bid
Associated Bldg. Contractors	21,962
Darman Co., Inc.	32,387
Paul B. Emerick Co.	26,014
Len Hufford Const. Co.	26,533
Pacific Tower Co.	29,430
Reimers & Jolivette	28,732

Form DOT-12
(11-63)
(Prescribed by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 7, 1965

In reply refer to: 08-35.4-EC

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange - Eastbank Freeway
Grading, paving, structures, signing & illumination

As requested in Mr. Young's letter of May 3, 1965 advising that all rights of way or rights of entry and rights of access with the exception of the Leppaluoto parcel have been acquired for the above project, we hereby concur as of May 4, 1965 in the award of the contract number 6576 to Lord Brothers Construction Inc. of Portland, Oregon, low bidder in the amount of $3,509,204.50 at the April 20 bid opening. The requirements of clearance of the Leppaluoto parcel is waived as this parcel is not necessary for physical construction, but is required for subsequent right of way action with the Portland Traction Company as previously outlined in Mr. Porter's April 21, 1965 letter.

The restriction of entry until January 1, 1966 on Portland Traction Company parcel as supported by the April 16, 1965 permit of entry is satisfactory as well as the restriction of entry until September 1 and October 1, 1965 on the Portland General Electric Company parcel and for these portions the provisions of paragraph 10e of PPM 21-6.3 are waived as being in the public interest because of the following:

1. This project constitutes a key segment of Interstate 5 and even if completed within the specified contract time will result in a delay to the utilization of adjacent sections including a major stream crossing as well as the approach facilities.

2. The contractor was aware of the non-availability of these parcels for occupancy prior to bidding and the delays of entry will not seriously interfere with his work.

3. You have furnished us documentation of the aforementioned facts and have given us a statement of your liability to the contractor should entry be not permitted.

The project will not be accepted as complete unless utility access rights listed as exceptions are acquired in addition to other requirements for such action.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 10 1965
FOR FILING
I-5-6(41)3-1
6576

May 7, 1965

Mr. Herb Clark, Jr.
Holman Transfer Company
49 S. E. Clay Street
Portland, Oregon

Re: "DT" Ramp
Morrison Interchange
Eastbank Freeway

Dear Mr. Clark:

During negotiations for an agreement with the City of Portland, it was recommended by the City that the "DT" ramp be extended to provide more deceleration length. In so doing, the ramp was forced eastward.

This new location and a wall plan were forwarded to the Bureau of Public Roads for their approval. The Bureau approved the extension of the ramp but will not approve the wall plan. They insist that slopes be used which will remain in our original right-of-way taking as presently filed on for condemnation, so that proper landscaping can be accomplished.

We must abide by this decision.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. G. E. Rohde
Mr. Walter T. Wright

DNS:jp srb

Form CD-121
(11-63)
(Prcs. by
A.G. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

BW
5-1

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: April 28, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301, East Bank Freeway
"DY" Ramp - Holman Transfer Company

This office concurs with your suggested alternate no. 1, outlined in Mr. Klaboe's letter dated April 26 -- to stay within the right of way presently under condemnation and deviate from your standard for slopes of 2 1/2 : 1 or flatter. We feel that your approach presents the best solution, and with added landscape, would give the area a pleasing appearance from the approach from the Marquam Interchange.

RECEIVED
APR 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young
Date: 4/30/65 By: BSK
For: Pl. Asbrin Rohde
Pl. Shore Morgan R/D letter to Hank Clark Jr.
explaining (with map) circumstances which make
this conclusion necessary 7

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MAY 12 '65

FOR FILING

I-5-6(14)301

6-76

477 Cottage Street, NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 5, 1965

Original signed by
M. E. Martin
Dist. Engineer

08-35.4-EC

By: M. E. Martin
Acting Division Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-6(14)301
Portland Traction Company Architect's Agreement

You were authorized to proceed with the work under the subject Architect's Agreement effective March 23, 1965, however, approval of the agreement was withheld pending resolution of the items of our March 18 memorandum.

Mr. Porter's April 28, 1965 letter has submitted an executed copy of the agreement and certification which now appears satisfactory. We therefore are approving the agreement effective this date.

orig to Young
5-7-65

RECEIVED
MAY 13 1965
FOR FILING
I-5-6(4)-1
6576

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
S. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

S-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

May 5, 1965

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

911700/323

0-PD-62-9

NOTED
R L PORTER

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

Please refer to your letter of April 14, requesting reply to your January 29 letter in connection with the terms of the proposed easement to be granted to the State of Oregon by Portland Traction Company for the East Marquam Interchange in Portland.

On December 18, 1963, we wrote you, to the attention of Mr. G. S. Paxson, as a follow-up to a meeting held in your office on December 5. That letter discussed in considerable detail three methods by which the State might acquire the necessary right of way. This begins near the middle of Page 3 of that letter.

We still feel that the most mutually satisfactory terms of the easement to be acquired by the State would be as discussed in Section C of our December 18, 1963 letter. Under this suggestion, the easement to be conveyed by Portland Traction Company would contain language substantially the same as contained in easement dated January 19, 1962, from Southern Pacific, OWR&N Company and Union Pacific Railroad Company for a portion of the Banfield Interchange of the East Bank Freeway. Because so many sections of the Interstate Highway system in Oregon and in many other states have been constructed under easements containing language similar to this, we see nothing to be gained by spelling out in detail the restrictive conditions for the East Marquam Interchange. We are of the opinion that the phrase "consistent with the rights herein granted", contained in the January 19, 1962 easement, together with fire, building and safety codes of the City of Portland and State of

Mr. Forrest Cooper
State Highway Engineer

Oregon should amply protect you against any indiscriminate or unduly hazardous use of the ground beneath your proposed highway structures.

Yours very truly,

John Williamson
Jr

RECEI[illegible]
MAY 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 15 1965
FOR FILING

April 14, 1965

AIRMAIL

Mr. H. H. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: Mr. T. H. Kruttschnitt, Jr.

Dear Sir:

Please refer to my January 29 letter relative to the proposed easement across property of the Portland Traction Company in Portland. This in connection with the East Marquam Interchange on Interstate Route 5.

At that time we requested your consideration of a type of easement that is satisfactory to the Bureau of Public Roads and this Department. As of this date, we have had no response to the inquiry. Until a definite type of easement can be agreed upon we are estopped from proceeding with appraisals which must precede our tender of an offer.

It will be appreciated if you will give this matter your early attention, and if the form of easement previously submitted is not satisfactory, we would be pleased to receive whatever adjustments, changes, or comments you feel are in order.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. A. W. Kilbern - Portland
Mr. Forrest Cooper
Mr. F. B. Klaboe
Mr. Victor D. Wolfe

January 27, 1965

Mr. H. H. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: Mr. T. H. Kratzenberg, Jr.

Dear Sir:

Reference is made to the negotiation with your company covering an easement for Interstate Route 5 across the yards of the Portland Traction Company in Portland. We have now received approval from the Bureau of Public Roads on the plan which you submitted December 10, 1964, your Portland-Seattle Division Drawing P-1823-F, dated October 22, 1964.

We have not as yet been able to secure federal approval of a value to be tendered to Portland Traction Company for the required highway easement. The Bureau of Public Roads has requested that this Department obtain further information from its appraisers and before doing so, it is necessary that we agree upon what is to be of the necessary easement for the highway facilities.

Enclosed for your consideration is one copy each of pages 1, 5 and 6 of a type of easement that is satisfactory to this Department and to the BPR that has recently been agreed upon between the adjacent property owner (Portland General Electric Company) and the Highway Department. If the language contained therein is satisfactory to your company, we would appreciate being so advised. If it is not, will you please advise us as to the type of conveyance that is satisfactory to the railroad company.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Foster
Deputy State Highway Engineer

cc: Mr. Forrest Cooper
Mr. Victor D. Wolfe
Mr. G. E. Bohde

[illegible]
[illegible]
[illegible]. Mr. T. H. Kratzenberg

RECEIVED
MAY 6 1965

Form DOT-1 (1-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

E-5-6(41)301
6576

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attn. T. W. Litchfield, Utilities Liaison Engr.

DATE: May 3, 1965

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(41)301
E. Marquam Interchange
P.G.E. Company, Utility Adjustments

The instructions as presented by Mr. Litchfield's April 28, 1965 letter pertaining to the handling of unknown utility conflicts on the subject project are satisfactory with this office.

RECEIVED
MAY 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Litchfield
copy to Young
copy to Morgan
5-5-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 3 - 1965
FOR FILING

J-5-6(41)3a1
6576

May 3, 1965

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

I have your letter of April 22 relative to the deficiencies which you have discovered in the manner in which Bureau of Public Roads approval is obtained in the revision of plans and specifications. My comments are as follows:

(1) As I understand the problem, this has to do with the width or thickness of expansion joint material in the structures on the East Marquam Interchange. You are assured that we will do everything possible to secure a meeting of minds in ample time that all bidders will be notified. However, on anything but very simple jobs, it seems that last-minute changes and alterations are invitable. All I can offer is that we will strive to do the best job possible in light of keeping a program underway.

(2) This has to do with the John Day River Bridge. I fail to see the reason for your statement. I believe the record speaks for itself and nothing objective is gained by pursuing the matter further.

(3) This paragraph has to do with damage to the prestressed piles on the Pomeroy-Gerwick contract in Astoria. A review of the matter fails to reveal any item of controversy as far as this Department is concerned. It is my understanding that the contractor is experimenting with a remedial procedure on a trial basis. It seems to me that he ought to be permitted to demonstrate this process and if it is not satisfactory, something will be required that will provide an ultimate solution. The reconstruction of the superstructure apparently was due to a breakdown in communications. However, I fail to see where any harm has resulted and before the work is accepted, it is the intention of this Department to have it

done in a manner that will have Bureau of Public Roads approval. If there is something about this that is out of order or if I do not fully understand the situation, I will welcome your further comments.

(4) I believe your comments on this point cut that regardless of what regulation is prepared or what specification is written, there are always things that develop which require the exercise of some judgment on the part of the responsible parties.

Discussions with the Bridge Engineer indicate that piling have been driven to a point bearing on solid rock and what possible objection could be raised to it being seven feet shy of the specified elevation is difficult to comprehend. It seems to me that this is nitpicking of a high order.

If there is anything about the above that I have misconstrued or upon which you wish to comment further, please feel free to do so.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe

RLP:ms bg

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 22, 1965

In reply refer to: 08-35.6/423.31

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Federal Aid Highway Program

I am prepared a draft of an answer for Cooper sig.

The current large highway program with emphasis on early completion has placed a heavy burden on all of us. Although we wish to do everything possible to expedite the program we are concerned about certain inadequacies and deficiencies in the procedures being followed. The Federal-aid regulations require that all proposed work including design revisions and construction changes be properly authorized by the Bureau in order for such work to be eligible for Federal-aid funds.

In reviewing the procedures now in effect we find a deficiency in the manner in which our approval is obtained of revisions in plans and specifications. A recent example of this was on the East Marquam project. On April 9 you sent revised plans and Special Provisions to bidders. This office did not receive copies until April 13. Though many of the changes made resulted from our conditional approval of your last minute P.S. & E. submission or subsequent verbal discussions, as it turned out, this office objected to a few of the revisions therein. By the time necessary parties could get together to discuss this matter and come up with an acceptable solution, it was too late to get notification out to the bidders. The procedure should be revised to insure our review and approval of all revisions (verbal if necessary) prior to issuing the addendum letter to the bidders.

The unfortunate collapse of the John Day River Bridge involved a construction change which was not properly authorized by the Bureau. Apparently, your Department assumed that the change in that case did not require a price agreement or work order and therefore did not come under your normal procedure for submission and approval of such documents. Since the change was significant it should have been submitted for our approval. PPM 21-6.3, Item #18, sets forth the requirements for approval of changes and extra work. We realize that normal variations in footing elevations do not constitute a change in the plans and contract provisions; however, when the supporting material is significantly different from that shown or when a footing revision introduces a scour problem, the change should then be handled in accordance with the PPM.

As much as we may desire to assist you in the early restoration of flood damaged sections of the highway system, we are bound by law to adhere to the prescribed Federal-aid procedures in the programing and subsequent approval of P.S. & E. documents as well as in the construction phase of

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

emergency reconstruction projects. We understand the urgency under which your Department is compelled to act in restoring damaged traffic facilities. We do request your cooperation, however, in following the required procedures that will not only result in an orderly accounting record, but will assure your receipt of the maximum Federal funds participation possible in each instance.

The handling of the remedial work on the Astoria Bridge Viaduct after the February damage to several of the 48" piling is another instance where the procedure was not in accordance with our requirements. After the damage occurred, the contractor was permitted to proceed with reconstruction of the superstructure without the concurrence of this office and before we had agreed on the type of remedial work necessary to repair the piling. Unfortunately, the repair of these piling has now become a controversial matter.

During a recent inspection of the Dodge Bridge Reconstruction it was found that the steel piling at the east end bent were not driven in accordance with the specifications. The special provisions state that these piles (at Bent 4) shall be driven to at least elevation 1260 regardless of the bearing values obtained and that plugging, jetting or drilling would be permitted to obtain this penetration. The piling were accepted by your Department although the penetration was some 6 or 7' shy of the amount specified. This acceptance was without the prior approval of this office. As discussed in our subsequent monthly inspection report, the piling appeared to be entirely adequate and they were accepted by the Bureau under the circumstances. Several times the suggestion has been made verbally to members of your Department that this type of thing could be avoided by more careful and realistic wording of the specifications.

The above items involve some inadequacies in the procedures used on Federal-aid work. We request that you review the procedures in effect to insure better compliance with requirements and maximum Federal-aid participation.

RECEIVED
APR 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1965
FOR FILING

May 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
447 Cottage St., N. E.
Salem, Oregon

East Marquam Interchange
East Bank Freeway Section
Project No. I-5-6(41)301

Dear Sir:

Concurrence in award of the above-mentioned project is requested as of today with the submission of the following information:

The low bidder on the project is Lord Bros. Construction, Inc., in the amount of $3,509,204.50. The contract number to be assigned and the date of award will be furnished at a later date.

All rights of way or rights of entry have been acquired with the exception of the Lappaluoto parcel which is not directly involved in the instant project.

The question of the State's liability in the event that the contractor would not be permitted upon the Portland Traction Company's property subsequent to January 1, 1966, has been taken care of in an addendum to the special provisions. This addendum was issued April 9, 1965, and limits our liability to the contractor to the granting of additional time without imposing of liquidated damages; it further provides that the work upon the Portland Traction Company's property can be deleted as a contractor's option upon the expiration of the contract without any liability to the State other than the purchase of the materials left on hand by reason of nonconstruction. A copy of the special addendum is attached hereto for your information.

You have been furnished a proposed permit of entry from the Portland Traction Company for this property. Your attention is called to condition No. 4, which sets forth the State's obligation to initiate a proceeding in eminent domain in the event that the State and the Traction Company are unable to agree on the terms of the State's occupancy of the parcel. It is our legal counsel's opinion that under the terms and language of this proposed permit of entry that the Portland Traction Company has waived their right to deny the State recourse to a proceeding in eminent domain.

In view of the foregoing information, it is our belief that contracting this project at this time is in the public interest as required by Bureau of Public Roads' PPM 21-12 7C (4).

All rights of access, including utilities, to or from abutting property which we are acquiring in "Fee Taking", with the exception listed below are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

Portland General Electric Co. conflicts as set forth in Mr. Litchfield's letter dated March 26, 1965.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads' PPM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:lt

cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
G. E. Rohde
I. D. Merchant

RECEIVED
MAY 3 - 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(41)3-1
6-76

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 28, 1965

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

Re: R/W Map and Descriptions
Files No. 28365 and 29603
E. Marquam Interchange Section
Pacific Highway
Multnomah County

Gentlemen:

Herewith you will find two prints of a portion of our Right of Way Map 1A-16-18 on which is shown the easement the State is requesting across property owned by the Portland Traction Company and the Southern Pacific Company for this section of the Pacific Highway.

You will also find two copies of our descriptions, File #28365 dated April 12, 1965, and File #29603 dated April 20, 1965.

This is for your use in preparing an Easement Indenture for this project. By copy of this letter we are sending your Portland office two copies of this material, as is our usual practice.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
encs.

cc: Southern Pacific Company - Portland

R. L. Porter
F. B. Klaboe
I. D. Merchant
W. T. Wright
A. E. Johnson

RECEIVED
APR 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 3 - 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
I-5-6(41)301
6516

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Unknown Steam and Water Lines, etc. Conflicts
Portland General Electric Company
E. Marquam Interchange Section
Pacific Highway - Multnomah County
Project No. I-5-6(41)301

Dear Sir:

Herewith you will find two copies of a sheet of instructions consisting of the last paragraph on page 4 of the writer's letter to you dated February 19, 1965, paragraph 6 of your authorization to proceed dated March 29, 1965, and the appropriate paragraph of PPM 21-63. The comment at the bottom defining the break point between major and minor work was agreed upon during a discussion among Messrs. Schell, Girvin, Preston and Litchfield on April 27, 1965.

Your approval of the method outlined on this sheet for handling these unknown conflicts on this section is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

encs.

cc: F. B. Klaboe
L. H. Young
C. H. Maison
A. E. Johnson
Robert Shotwell
Jack Hesla

RECEIVED
APR 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

It should be pointed out that this estimate does not include an estimate for the adjustment of PGE's underground steam, water, and drain pipes as detailed in our letter to PGE dated November 5, 1964. As stated in the conference in your office on January 21, 1965, PGE does not know the location or extent of their underground facilities of this nature, since they were installed many years ago before accurate records were kept, and we all agreed to handle the adjustments as follows:

Our inspector on the project will note in his daily diary when facilities are encountered which are not included in the estimate and note the material and labor necessary to complete the adjustments. He will also make a sketch of how the adjustment was handled. Then, when all the work is completed PGE will prepare a separate bill for all work not included in the original estimate. With the aid of these diaries we will be able to audit PGE's bill prior to final payment.

BPR-State 3-29-65 State-BPR 2-19-65

6. This estimate does not include the costs of adjusting PGE's underground steam, water, and drain pipes because the exact location or extent of these facilities is unknown. Therefore, neither the work to be done nor the cost thereof can be reasonably anticipated at this time. We concur in the proposed method of performing the required adjustments and the payment thereof. However, all substantial adjustments must have prior Bureau approval before starting work on the adjustment following procedures outlined in subparagraph 18b of PPM 21-6.3.

18 b. All major changes* in the plans and contract provisions and all major extra work must be approved in writing by the division engineer in advance of their effective dates except that when emergency or unusual conditions justify, the division engineer may, at his discretion, give tentative advance approval orally to such changes or extra work and ratify such approval in writing as soon thereafter as practicable. For minor changes and minor extra work, written approval is necessary but such approval may be given retroactively at the discretion of the division engineer. Such minor changes and minor extra work items would include, but not necessarily be limited to, modifications in construction items within the scope of the plans and contract provisions when such modifications are required during the progress of construction.

PPM 21-6.3 Page 6 Nov 12

* For purpose of this work major changes are considered to be those having an estimated cost of $1000 or more and we must have BPR approval before work in field is started.

Minor changes are those estimated to cost less than $1000. Work in field may begin without prior BPR approval; however, BPR must be advised in the usual manner within 48 hours of the time work began.

FORM E-122X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
APR 10 1965

1.5.6(41):1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 23, 1965

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

Re: R/W Map and Descriptions
Files No. 28365 and 29603
E. Marquam Interchange Section
Pacific Highway
Multnomah County

Gentlemen:

Herewith you will find two prints of a portion of our Right of Way Map 1A-16-18 on which is shown the easement the State is requesting across property owned by the Portland Traction Company and the Southern Pacific Company for this section of the Pacific Highway.

You will also find two copies of our descriptions, File #28365 dated April 12, 1965, and File #29603 dated April 20, 1965.

This is for your use in preparing an Easement Indenture for this project. By copy of this letter we are sending your Portland office two copies of this material, as is our usual practice.

Very truly yours,

P. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
encs.

cc: Southern Pacific Company - Portland

R. L. Porter
F. B. Klaboe
I. D. Merchant
W. T. Wright
A. E. Johnson

RECEIVED
APR 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

DEFERRED
APR 30 1965

UNITED STATES GOVERNMENT

Memorandum

I-5-6(41)=.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 28, 1965

In reply refer to: 08-35.4-DA

SUBJECT: Oregon Project I-5-6(41)301, East Bank Freeway
"DY" Ramp - Holman Transfer Company

This office concurs with your suggested alternate no. 1, outlined in Mr. Klaboe's letter dated April 26 -- to stay within the right of way presently under condemnation and deviate from your standard for slopes of 2 1/2 : 1 or flatter. We feel that your approach presents the best solution, and with added landscape, would give the area a pleasing appearance from the approach from the Marquam Interchange.

RECEIVED
APR 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young
Date: 4/30/65 By: WSK
For: Pl. advise Rohde
Pl. have Morgan R/D letter to Herb Clark Jr.
explaining (with map) circumstances which make
this conclusion necessary 7

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 29 1965
FOR FILING
I-5-c(4)3.1
1.6576

April 28, 1965

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

Attached is a conformed copy of the executed agreement between the Portland Traction Company and Raymond O. Hicks, architect.

This agreement covers architectural services in connection with the rearrangement of Portland Traction Company facilities made necessary by the proposed construction of the East Marquam Interchange on Interstate Route 5 in Portland.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
att.

cc Mr. Forrest Cooper
Mr. F. B. Klaboe
Mr. Victor D. Wolfe

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

April 23, 1965

IN REPLY PLEASE REFER TO

911700/323

0-PD-62-9

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

In response to your letter of April 7, we are enclosing two copies of agreement dated March 31 between Portland Traction Company and Raymond O. Marks, covering Mr. Marks' architectural services in connection with rearrangement of Portland Traction Company buildings in Portland.

Yours very truly,

HM Williamson
Lo

Enc.

RECEIVED
APR 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RAYMOND O. MARKS · A. I. A. · ARCHITECT
1131 S. W. KING AVENUE PORTLAND 5, OREGON CAPITOL 2-5138

ARCHITECT'S AGREEMENT

This agreement made this 31st day of March, 1965, by and between PORTLAND TRACTION COMPANY, 1635 S. E. Water Avenue, Portland, Oregon, hereinafter called the Owner, and Raymond O. Marks, 1131 S. W. King Avenue, Portland, Oregon, hereinafter called the Architect.

W I T N E S S E T H :

Whereas the Owner intends to construct and alter buildings at the Owners East Portland Terminal located at 1635 S. E. Water Ave., Portland, Oregon, hereinafter called the Work. The Work shall include the necessary architectural service for the construction of a new warehouse building, new office building, two new ramps, and the alteration of two existing warehouses and engine house.

Now, therefore, the Owner and the Architect for the considerations hereinafter named, agree as follows:

1. The Architect's professional services shall consist of the necessary basic studies and conferences and preparation of preliminary studies; preparation of working drawings and specifications and other documents necessary to obtain bids to form the basis of a contract between Owner and contractor for execution of the Work, which working drawings shall give explicit dimensional information and by notation or appropriate schedule shall clearly indicate the location of the respective kinds of material specified, and shall include building plans, elevations and sections showing all architectural and structural requirements, and shall also include engineering services covering plumbing, heating, mechanical and electrical equipment arrangements, as indicated in the preliminary plans prepared by the Architect, and shall include detailed drawings at suitable scale necessary to illustrate adequately basic elements of the structure and special architectural or engineering features; specifications for architectural, structural, plumbing, heating, electrical, and other mechanical work, which shall clearly describe the conditions under which the Work is to be executed, the types, qualities, and finishes of materials and equipment to be furnished, and the methods of assembly, erection and installation; the issuance of certificates of payment according to applicable standard of the American Institute of Architects; and the keeping of accounts, the general administration of the business and supervision of the Work.

2. Right of way requirements or land surveys are not included as a part of this Work.

3. The type of construction or soil loading conditions contemplated will not require subsurface investigation. Design of the proper sized foundation and footings for these buildings will be based on allowable bearing pressure for soil as set forth by the City of Portland Building Department.

RAYMOND O. MARKS · A. I. A. · ARCHITECT
1131 S. W. KING AVENUE PORTLAND 5, OREGON CAPITOL 8-5138

4. The Architect shall have access to any drawings or design of highway structures or other work by the State of Oregon Highway Commission that would have a direct relation to the work for Portland Traction Company.

5. The Architect agrees to provide or attend conferences to be held at the request of any party thereto and for visits to the site and inspection of the Work at any time by any such or parties and by representative of the Bureau of Public Roads.

6. Checking of shop drawings for special details that is: reinforcing steel, miscellaneous iron and various manufactures details, is included as a part of the Architects service.

7. If substantial changes in the Work are contemplated during the course of construction and mutual acceptance of these major changes is established, then the Architect shall be paid for the extra work if deemed necessary at the rate of $12.00 per hour.

8. If any unavoidable delays should occur the Architect or Owner shall notify the other in writing and outline or request for a reasonable extension of time.

9. This agreement may be terminated by either party upon seven days written notice should the other party fail substantially to perform in accordance with its terms through no fault of the other. In the event of termination, due to the fault of others than the Architect, the Architect shall be paid for services performed to termination date, including reimbursements then due, plus terminal expense.

10. Arbitration of all questions in dispute under this agreement shall be at the choice of either party and shall be in accordance with the provisions, then obtaining, of the Standard Form of Arbitration Procedure of the American Institute of Architects. This Agreement shall be specifically enforceable under the prevailing arbitration law and judgment upon the award rendered may be entered in the court of the forum, state or federal, having jurisdiction. The decisions of the arbitrators shall be a condition precedent to the right of any legal action.

11. The Architect shall save harmless the State or other agency of government and the Portland Traction Company from all claims and liability due to activities of himself, his subcontractors, agents or employes.

12. The Architect shall comply with all Federal, State and local laws and ordinances applicable to the Work.

13. The Owner and the Architect each binds himself, his partners, successors, assigns and legal representatives to the other party to this Agreement and to the partners, successors, assigns and legal representatives of such other party in respect of all covenants of this Agreement. Neither the Owner nor the Architect shall assign, sublet or transfer his interest in this Agreement without the written consent of the other.

RAYMOND O. MARKS · A. I. A. · ARCHITECT
1131 S. W. KING AVENUE PORTLAND 5, OREGON CAPITOL 2-5138

14. Drawings and Specifications as instruments of service are the property of the Architect whether the Project for which they are made be executed or not. They are not to be used on other projects except by agreement in writing.

15. The Architect agrees to furnish the services as outlined above for the sum of Nine thousand six hundred and no/100 dollars.

This sum is based on an estimate of the work required and is as follows:

Drafting (Preparation of working drawings from preliminary drawings)	$ 1500.00
Engineering	600.00
Heating and lighting	400.00
Mechanical	400.00
Typing and furnishing 75 sets of Specifications of approximately 75 pages	400.00
Blue prints - 30 sets -	300.00
Architects Consultant fee	6000.00
Total fee amount	$ 9600.00

16. Payments to the Architect on account of his fee shall be made as follows:

A retainer payment of $1000.00 is to be made to the Architect in cash upon execution of this contract.

Twenty-five per cent (25%) of the fee (which includes retainer) to be paid at the completion of basic studies and start of working drawings.

Upon completion of the working drawings and upon letting of the contract, there shall be paid to the Architect such additional sum as will bring the total payments to him up to eighty per cent (80%) (Basic plus 55%) of the total fee.

After the contract is awarded then the balance of twenty per cent (20%) of the Architect's fee shall be paid to the Architect in monthly payments as the Work progresses.

In Witness Whereof this agreement is executed in duplicate original by the parties on the date first above written.

Owner
Portland Traction Company

Original Signed
By G. H. BAKER
PRESIDENT

Raymond O Marks
Raymond O. Marks, Architect

RAYMOND O. MARKS · A. I. A. · ARCHITECT
1131 S. W. KING AVENUE PORTLAND 5, OREGON CAPITOL 2-5138

CERTIFICATION OF CONSULTANT

I hereby certify that I am the Architect and duly authorized representative of the firm of Raymond O. Marks, Architect whose address is 1131 S. W. King Ave., Portland, Oregon, and

That, except as expressly stated and described herein, neither I nor the firm Raymond O. Marks, Architect has, in connection with its contract with The Portland Traction Company, entered into pursuant to provisions of an agreement between the aforementioned Railroad and the State of Oregon, as a part of Federal-aid project I-5-6 (18) 301.

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm, company, or person, other than a bona fide employee working solely for me or the aforementioned firm, to solicit or secure the contract, or

(b) agreed, as an express or implied condition for obtaining the award of the contract, to employ or retain the services of any firm, company, or person in connection with the carrying out of the contract, or

(c) paid, or agreed to pay, to any firm, company, organization, or person, other than a bona fide employee working solely for me or the aforementioned firm, any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract.

(Statement and explanation of exceptions, if any)

I acknowledge that this certificate is to be furnished to the State highway department and the Bureau of Public Roads, U.S. Department of Commerce, in connection with the aforementioned project involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

March 31, 1965
(Date)

REGISTERED ARCHITECT
RAYMOND O. MARKS
STATE OF OREGON

Raymond O. Marks
(Signature)
Portland, Oregon

RECEIVED
AUG 11 1965
FOR FILING

SP*6220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-5-6(41)301

65110

Portland, Oregon 97213
April 27, 1965

SUBJECT: East Marquam Interchange Section
Pacific Highway

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

Transmitted herewith is a set of plans for the East Marquam Interchange Section of the Pacific Highway bearing the conditional approval of the City Engineer and Highway Engineering Coordinator of the City of Portland. Copies of Mr. Dow's letter to Fred Fowler and of Mr. Bowes' letter of transmittal are attached.

1. Mr. Dow's objection to the handling of pedestrian traffic on the Y_2 ramp appears well taken and his alternate as suggested on Sheet 4 of the grading plans should not prove too expensive. I will have a plan and estimate prepared and submitted for your consideration.

Take care of with Pric - agreement See letter of May 6, 65

2. What Mr. Dow says about erosion of the esplanade fill above the riprap is correct. The portion between the Burnside Bridge and the north end of the old Rudie Wilhelm wall is to be repaired under the Flood Emergency program. The portion south of the Rudie Wilhelm wall should be riprapped to the elevation of the footpath instead of stopping at elevation 28 as indicated on Sheet 2B. I see no reason to raise the elevation of the footpath approximately 2 feet to clear a once-in-50 or 100 year flood. Grass and shrubbery on the slope between the esplanade and highway should resist erosion on these occasions. An estimate for additional riprap as indicated above will be made and submitted for your consideration.

#2 Taken care of by Pric - agreement or other method - In field. Call to Benedict 7-12-65 D.M.F.

A. V. Benedict
Assistant Metropolitan Engineer

AVB:ah

Enclosures

cc Ivan D. Merchant
Robert Shotwell
James Don

CONSTRUCTION DIVISION
RECEIVED
APR 28 1965
NOTED

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

B. J. LINDSTEDT
CHIEF OF OPERATIONS
O. A. DOW, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON

April 22, 1965

METROPOLITAN ENGINEER
RECEIVED
APR 3 1965
Noted ☐ ☐ ☐ ☐
AME AME MOE

Mr. Al Johnson,
Metropolitan Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

Dear Mr. Johnson:

I am transmitting herewith one set of plans for the East Marquam Interchange unit of the East Bank Freeway Section, Pacific Highway, which was presented to the City recently.

This project has been approved by the City Engineer and the Highway Engineering Coordinator for the City, with two minor recommendations set forth by the City Engineer in the attached copy of his letter.

The State Highway Department and the Bureau of Public Roads have been asked to consider the proposed improvement of the East Bank Esplanade as presented by the City of Portland as a joint project with federal, state, and city participation.

Until this problem is mutually settled, the State should hold up the construction of the 10-foot-wide walkway along the top of the river bank.

In order to prevent the erosion of the bank, rip-rap should be placed up to an elevation of 33.0 City Datum, which was the crest of the recent Willamette River flood.

Yours very truly,

Wm A Bowes

Commissioner of Public Works

B:dl

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

From Office of City Engineer — April 15, 1965

To Dept. of Public Works

Addressed to Mr. Fred Fowler, Highway Coordinator

Subject Oregon State Highway Plans - East Marquam Interchange Unit
East Bank Freeway Section

Dear Sir:

A check of the plans of the East Marquam Interchange Unit of the East Bank Freeway section, April 1965, has been completed. Two distinct problems were noted.

1. A stairway should be constructed at the junction of the fill and concrete structure portion of the Yamhill Street off-ramp and the "DY" line. It appears dangerous to place the concrete sidewalk directly across from the existing sidewalk that is being removed. It would require the dangerous situation of people crossing a traveled off-ramp. The situation could be remedied by constructing the above stairway and extending the sidewalk around the base of the fill and continuing the sidewalk to the stairway that is to be repaired under this contract. (See sheet #4)

2. This problem consists of a ten-foot esplanade which is to be constructed at the elevation of 31.0. (Our last flood reached the stage of 32.8 feet). A field check was made and it was noted that the portion of the esplanade already constructed between the Morrison and Burnside Bridge had been washed out extensively over the total length.

A set of these plans are enclosed with corrections shown in red.

Yours very truly,

C. A. DOW, P.E.

City Engineer

JJK/gl

Encls.

RECEIVED
MAY 20 1965
FOR FILING

MISC. CONTRACTS and AGREEMENTS No. 2080

I 6 (41) 1
6216

Salem, Oregon
April 27, 1965

Agenda Item 4-r

MR. H.S. Cox
County & City Engineer
Building

Attention: Mr. D.N. Harwell
Office Engineer
County & City Div.

Supplemental Throughway Agreement
East Marquam Interchange Unit
N. Russell-SW Curry Streets Section
Pacific Highway (Eastbank)
City of Portland

Attached is a partially signed copy of a supplemental throughway agreement with the City of Portland covering the East Marquam Interchange Unit of North Russell Street-S. W. Curry Street Section of Pacific Highway (Eastbank Freeway).

A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City of Portland.

Secretary

rn
Attach: 1

RECEIVED
MAY 20 1965
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 2835

E 5-6(41)201
6576

Salem, Oregon
April 26, 1965

Agenda Item 4-g

Throughway Agreement
East Marquam Interchange Section
Pacific Highway (Eastbank) I-5
Multnomah County

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. D.N. Harwell
Office Engineer
County & City Division

Attached is a conformed copy of a throughway agreement with Multnomah County covering the East Marquam Interchange Section of Pacific Highway in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to Multnomah County.

Secretary

rn
Attach: 1

RECEIVED
APR 30 1965
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 23, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Re: East Marquam Interchange Unit
East Bank Freeway Section
Pacific Highway
Multnomah County

Dear Sir:

Attached herewith revised traffic charts for the "DY" Line and the "SE" Line on subject project. This data is for your use in review of design depth of base and wear as shown on reference contract plans. The information was requested by Mr. Macomber at a recent meeting in Mr. Yarbrough's office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

GCW:rw

cc: F. B. Klaboe

RECEIVED
APR 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
APR 29 1965

Form No. 1-A (11-63) (Pres. by A.O. 9037)

UNITED STATES GOVERNMENT

Memorandum

I-5-6(41)301

6516

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange - East Bank Freeway Section
Concurrence in Award of Contract

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: April 23, 1965

In reply refer to: 08-35.EC

As requested by Mr. Porter's April 21, 1965 letter, you may include a third parcel, the Leppaluoto property, in the statement you will furnish regarding right of way which has not been acquired in accordance with subparagraph 10f(3) of PPM 21-6.3. The circumstances you outlined regarding the parcel will warrant a finding in the public interest.

By separate correspondence of this same date we have furnished our views regarding other features of the project as outlined in Mr. Young's April 9, 1965 letter. This memorandum modifies Item 1 in Mr. Young's letter.

RECEIVED
APR 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

orig to Bolide 4-27
copy to Young 4-29

RECEIVED
APR 23 1965
FOR FILING
E-5-C(vi) Sel
6576

April 22, 1965

AIRMAIL

Mr. H. H. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Dear Mr. Williamson:

Your File: 911700/323
C-27-62-9

Thank you for your April 19 letter relative to details and problems in connection with the proposed adjustment of Portland Traction Company facilities, this being made necessary because of the East Marquam Interchange on Interstate Route 5 in Portland.

Your proposal has been thoroughly considered and has been discussed with a representative of the Oregon Division of the Bureau of Public Roads. I cannot recommend approval of this proposition for the reason that the Congress has obligated the Federal Government to pay nominally 90 percent of the Federal Interstate Highway System. To follow this suggestion would be, in effect, to shift a portion of the cost from the Federal Government to the Oregon road user and motorist. This would not be in keeping with the intent of the legislation and would, in our minds, be adopting a policy that could place an unwarranted burden on the Oregon motorist. As an alternate, I suggest the following:

If it is possible to prepare a moving plan in sufficient detail so that places where heavier steel becomes necessary in track re-arrangements and where the use of existing turnouts can be shown as not being practicable, I believe we can secure approval from the Bureau of Public Roads. It will be necessary to provide justifications and reasons for betterments but if they are essential, I believe that the Bureau of Public Roads will concur.

It is the Bureau's opinion that if we can develop a plan which will have its prior approval, no subsequent trouble should arise because of audits. This Department will guarantee payment to the Portland Traction Company of any plan that the Bureau will approve. If it is practicable, I suggest that you try to develop such a plan to the greatest detail possible and then, preferably, arrange for a meeting between your Company personnel, the local Bureau people, and this office to try to work out any problems remaining. Under this arrangement, I am certain that the Railroad Company can be assured of receiving a just compensation and the State of Oregon of receiving full Federal reimbursement.

May I hear from you on this subject at your early convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc A. W. Kilborn - Portland

bc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

April 19, 1965

NOTED
R. L. PORTER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
911700/323
O-PD-62-9

Air Mail

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

This refers to your letter of April 14 and earlier telephone conversation with respect to adjustments of Portland Traction Company facilities incident to construction of the East Marquam Interchange in Portland.

In order to provide space for the foundations of your highway structures and in order to end up with a switching yard comparable to what Portland Traction Company now has, we have mutually agreed that the track changes shown in yellow and red on the attached two prints of Oregon Division Drawing P-18903-F will be made. The existing tracks in this yard are composed of a multitude of different weights of rail and fittings, such as 56-pound, 60-pound, 70-pound and 75-pound. Some of the turnouts are as sharp as No. 4 and No. 6.

These light weights of rail are not generally available in the open market and the angles of the existing turnouts are not compatible with the extremely tight new track layout required to miss your foundations. Additionally, this yard must be kept in constant operation during its rearrangement.

The combination of circumstances outlined in the preceding paragraph practically eliminates the possibility of physically moving track material and ties from the yellow to the red locations. While we will plan on moving as much of the material as possible, we will have no alternative to purchasing a quantity of 90-pound rail and fittings,

turnouts of the proper angles and second-hand ties. Technically, there will be some "betterment" in the tracks in their "after" location. It is our contention, however, that such a "betterment" will be purely incidental to the requirements of the highway project and will not constitute a "betterment" in the usually accepted meaning.

Portland Traction Company is a separate corporate entity and is expected to earn a fair return on its own operations, independent of financial support from its parent companies. Its net income in 1964 was only approximately $140,000. We contend that any arbitrary assessment for theoretical "betterments" would be completely inequitable, and that Portland Traction Company should "be made whole" without any financial outlay of its funds.

In the block of Portland Traction Company property between S.E. Clay and S.E. Market Streets, three existing buildings are to be either altered, removed or replaced. The plan on which we have been proceeding is dictated by the exigencies of the project. Your Mr. F. B. Klaboe's letter of May 24, 1963, to Messrs. P. A. Adams and E. A. Kendrew discussed some of the complicated moves justifying the construction of a new prefabricated office building. While these comments were with reference to a plan subsequently rejected, many of them are equally applicable to the present plan. In addition to the new office building, you propose to construct a new warehouse to replace an existing building occupied by P.&A. Shippers. Here, again, you propose this new building, in lieu of moving existing buildings, only to satisfy the requirements of the highway project and presumably reduce costs which would otherwise be incurred in moving existing facilities, providing temporary quarters for the occupants, etc. Thus, we contend that the new building, while it replaces a portion of an older one, is not a "betterment" that Portland Traction should be expected to pay for.

Our main concern is this: PPM 21-10, Section 23.c.(6) requires that the agreement provide "that all costs incurred by the Railroad that are to be the subject of Federal participation shall meet the requirements of applicable Public Roads policy and procedure memoranda." While the local BPR Division Engineer may fully cooperate in an equitable solution of these problems, as suggested in your letter of April 14, we are apprehensive that future review by Federal auditors will be based on strict and unwavering interpretation of PPM 30-3 and may result in the rejection of claims for substantial sums incurred by Portland Traction Company only for the accommodation of your highway project.

We therefore propose that the agreement be drawn in the usual fashion, including appropriate references to the Bureau's Policy and

Mr. Forrest Cooper
State Highway Engineer

Procedure Memoranda. This would permit the State to recover the appropriate Federal share of such railroad costs as the Bureau will approve. In order to protect Portland Traction in the full recovery of costs incurred by it, we propose to include in this same, or another, agreement a provision that the State will fully reimburse Portland Traction for all of its costs, regardless of Federal participation therein.

Does such handling meet with your approval?

Yours very truly,

HM Williamson
Ln

Attch.

RECEIVED
APR 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1965
OREGON
STATE HIGHWAY COMMISSION

MARQUAM BRIDGE

WILLAMETTE

RIVER

Extend

10'-6"

℄ HARBOR LINE

℄ Top of bank

Pioneer Car Loading

Office

Engine Ho

Atlantic Pacific Shipyard

15'

10'

S.E. Fr

60

59

ST.

MADISON

AVE.

WATER

To Portland

AVE.

HAWTHORNE BRIDGE

BLVD

HAWTHORNE

55+

57+

57+

59+

60+

CLAY

ST.

S.E.

S.E.

S.E.

Office

Pioneer Car Loading

Pacific Shipping

15'

10'-6"

To Milwaukie
DIVISION
PLACE
CARUTHERS
ST.
SHERMAN
ST.

SE.

GRANT ST.

ST.

ST.

Platform

Stairs

S.E. GRAND

HARRISON

S

S. E. AVE.

S. E. UNION

S. E. STEPHENS ST.

S. E. MILL ST.

S. E. THIRD AVE.

S E MARKET

S. E. AVE.

S. E.

S. E.

S. E.

Re Parrish
AVE.
AVE.
SECOND
S.E. FIRST
S.E.
S.E.
37.5
37.5
37.5
55+98.5 BCT-1
57+68.5 CC 3°20'Lt
57+70.1 BCS 3.1735
59+15.9 CC 5°30'Lt
CCS 3½
AVE.

PLACE

ST.

SHERMAN ST.

To Milwaukie

DIVISION

CARUTHERS

McLOUGHLIN BLVD.

S.E.

S. E.

S E

S.E.

SIXTH

To San Francisco

S.

HARRISON

S.E. GRAND

SE

AVE.

LINCOLN

SE

ST

ST

SE

DIVISION

S.E.

GRANT

ST.

SE

ST

71°32' E

71°32' E

71°32' E

73°16' E

73°16' E

73°16' E

93°16' E

93°16' E

93

S. E.

St.

S. E.

THIRD

AVE.

S. E.

STEPHENS

MILL ST.

S E MARKET

S. E.

UNION

AVE.

S. E.

S. E.

AVE.

LEGEND

Red shows new work

Yellow shows shift or abandon

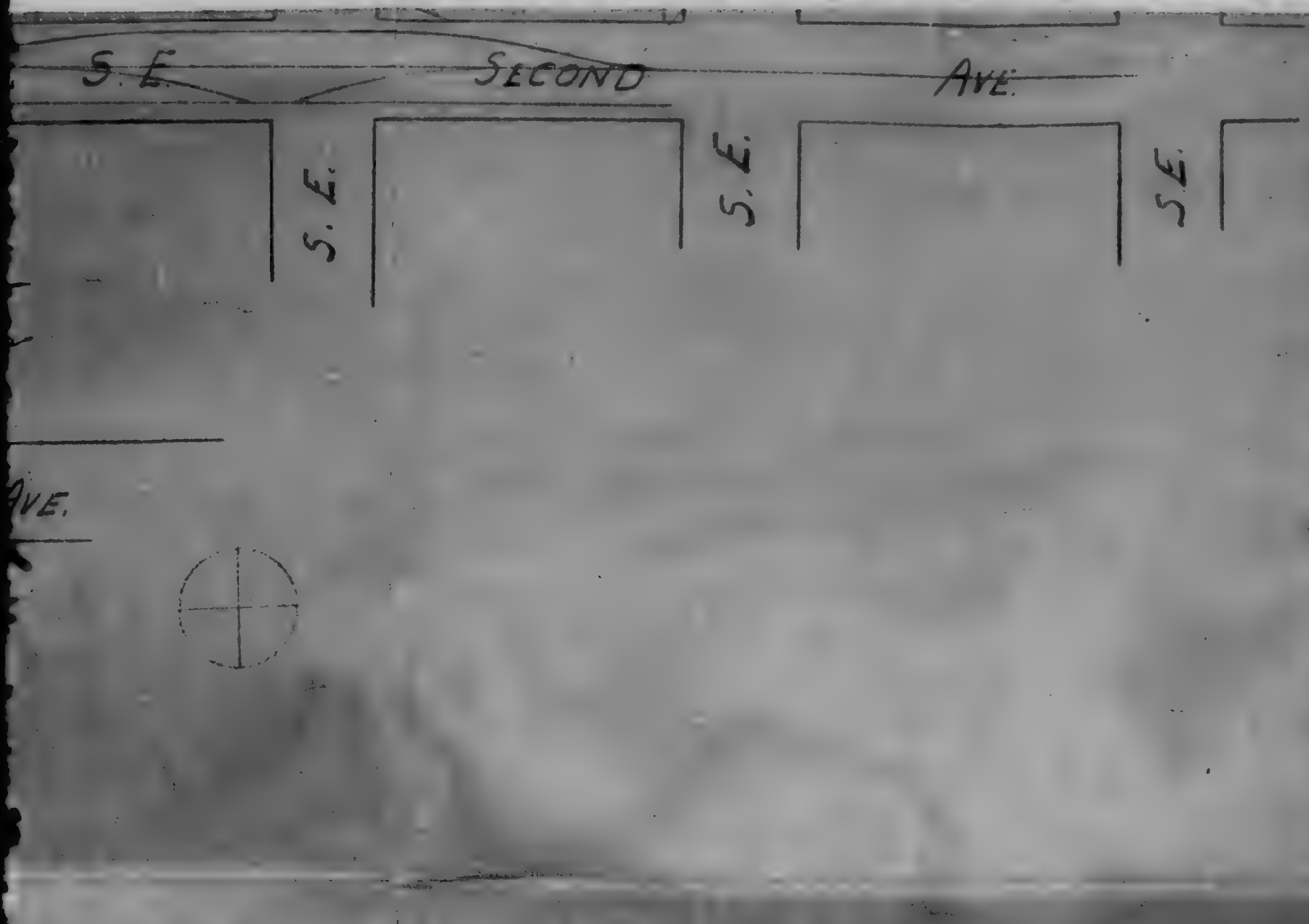
Shows S. P. Co. property line

Shows P. T. Co. property line

Shows Hwy. easement line

SC

Scale



SOUTHERN PACIFIC COMPANY

PACIFIC LINES

MAIN LINE

EAST PORTLAND

Proposed changes

East end Marquam Bridge

Scale 1"=100'

LGH Aug. 3, 1964

Rev. Oct. 22, 1964

Redrawn Dec. 10, 1964

OREGON DIVN.

DRAWING P-18903-F

SHEET NO. 1

DRAWER

MARQUAM BRIDGE

WILLAMETTE

RIVER

Extend 10'6"

HARBOR LINE

Top of bank

Pioneer Car Loading

Office

Engine Ho

Atlantic Pacific Steamship

S.E. FIR

CLAY

57

59

ST.

MADISON

AVE.

WATER

To Portland

AVE.

HAWTHORNE BRIDGE

BLVD

HAWTHORNE

55

57½

57½

ST.

CLAY

S.E. FIRST

59

Office

Pioneer Car Loading

Pacific Stamp Co.

15'

To Milwaukie

DIVISION

PLACE

CARUTHERS

ST.

SHERMAN ST.

SE.

GRANT ST.

ST.

ST.

HARRISON

S

S. E.

S. E. UNION AVE.

STEPHENS ST.

S. E. THIRD AVE.

MILL ST.

S. E.

S E MARKET

S. E.

S. E.

S. E.

S. E.

61+07.8 CC 3.20 LT

60+27.8 CC 53½

59+15.9 CC 5.30 LT

Engine Co

Pacific Southern

To Portland

AVE.

35

AVE.

S. E.

55+98.5 BCT-1

SECOND

57+63.5 CC 3°20'Lt

57+70.1 BCS 3.7735

S. E.

59+15.9 CC 5°30'Lt

S. E.

CC 5 1/3

AVE.

PLACE

ST.

SULLIVAN ST.

To Milwaukie

15'

DIVISION

CARUTHERS

McLOUGHLIN BLVD.

S. E.

S. E.

S. E.

SIXTH

S.

To San Francisco

S.

HARRISON

S.E. GRAND

SE

AVE.

LINCOLN

SE

ST

ST

SE

DIVISION

S.E.

GRANT

ST.

7'+43.2 EL

7'+47.5 EL

73'+76 EL

73'+50 EL

Platform

S E

S. E.

ST.

S. E.

THIRD

AVE.

STEPHENS

MILL ST.

SE MARKET

S. E.

UNION

AVE.

S.E.

S.E.

AVE.

LEGEND

Red shows new work

Yellow shows shift or abandon

Shows S.P.Co. property line

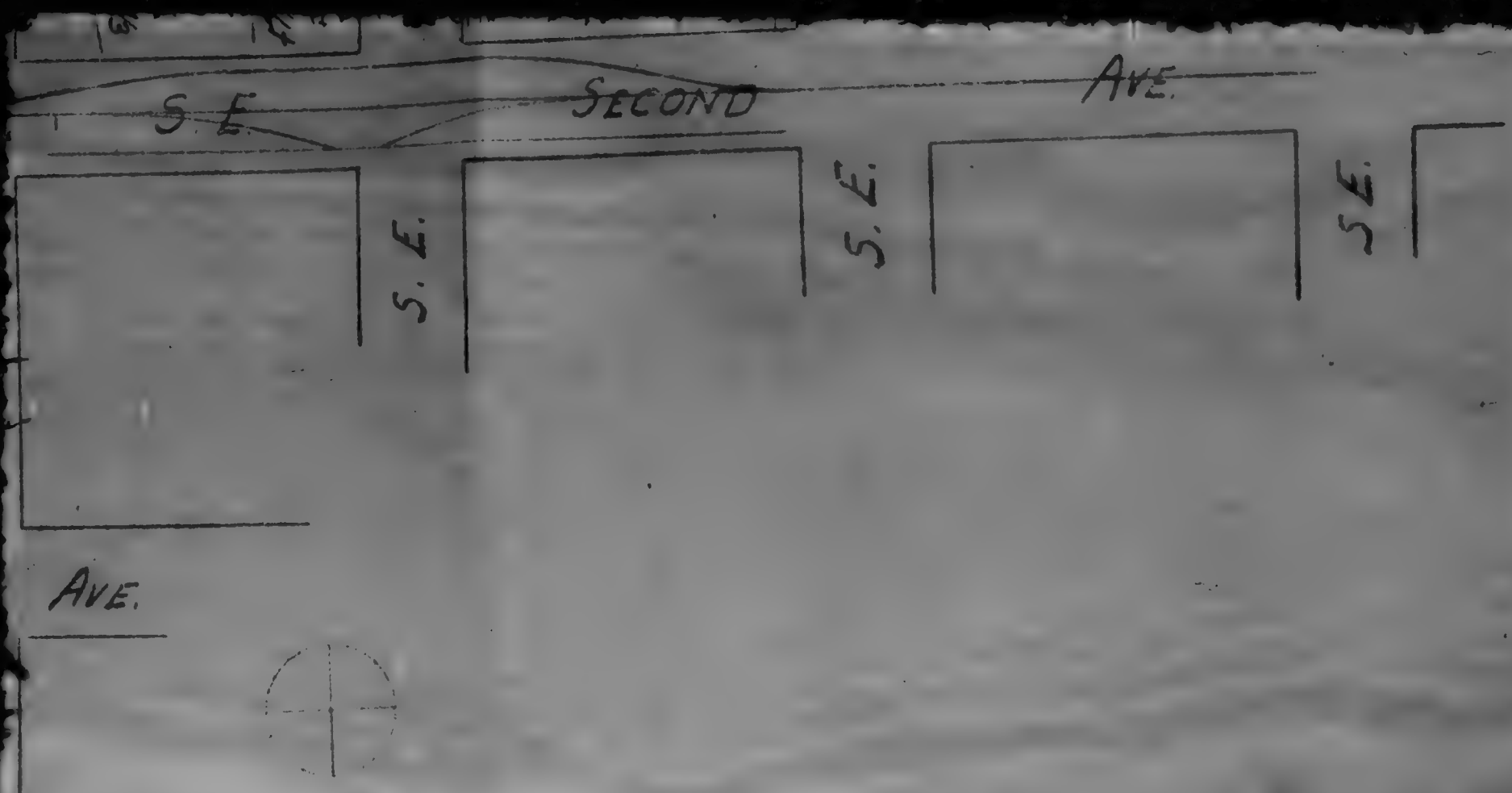
Shows P.T.Co. property line

Shows Hwy. easement line

SOU

E

Scale



SOUTHERN PACIFIC COMPANY

PACIFIC LINES

MAIN LINE

EAST PORTLAND

Proposed changes

East end Marquam Bridge

Scale 1"=100'

LGH Aug. 3, 1964

Rev. Oct. 22, 1964

Redrawn Dec. 10, 1964

OREGON DIVN.

DRAWING P-18903-F

SHEET NO. 1

DRAWER

RECEIVED
APR 21 1965
FOR FILING

I-5 & (41) 3.1
6576

April 21, 1965

Mr. . W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

Reference is made to the East Marquam Interchange, Interstate Route 5, Portland, and, specifically, to your March 29 letter. I refer to the condemnation of the Leppaluoto property.

This property is required for the adjustment of railroad facilities and not by the contractor on the prime highway job. As a condition precedent to filing this complaint, I understand our law requires us to have an agreement with the Railroad. Until this agreement is received, we are estopped from making a filing.

Inasmuch as this property is not required by the interchange contractor, we request that your condition that a condemnation suit be filed prior to your concurring in the award of the contract be waived.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mh
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe
Mr. G. E. Rohde
Mr. W. T. Wright

Form CD-12] (11-65) (Freq. by A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: March 29, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange-East Bank Freeway Section
Grading, Paving, Structures, Signing & Illumination

P. S. & E. documents for the subject project are hereby conditionally approved concurrently with Mr. Young's March 23, 1965 request to revise the Marquam Bridge pier ladders as a safety measure. Approval is with the understanding that you will make any corrections necessary upon completion of our review. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way and access control rights have been acquired or rights-of-entry obtained, with relocation advisory assistance provided, as indicated in reports dated March 26, 1965, by Messrs. Wright and Litchfield. It is our understanding, furthermore, that with respect to access rights and rights-of-entry affecting the following properties, action will be taken as indicated prior to our concurrence in award of a contract:

Leppaluoto parcel: A condemnation suit will be filed with the expectation that the parcel will be made available for occupancy and contractor's use prior to award.

Portland General Electric Co.: A permit-of-entry will be furnished by the PGE Company and copies made available to Public Roads.

Portland Traction Company: A permit-of-entry will be furnished by the railroad company indicating agreement with the plans and specifications. Copies of such a permit together with your postulation of possible State liabilities that might occur in the event of disputes or litigation between the State and the contractor if, for any reason, he is not permitted to start work on railroad property by the date given in the contract provisions, shall be furnished Public Roads.

For both PGE and Portland Traction Co. properties, under the consideration that the requirements for non-interference due to right-of-way improvements have been waived, it will be necessary for your department to provide the statement required by subparagraph 7c(4) of PPM 21-12, and the normal statement required by subparagraph 10f(3) of PPM 21-6.3 prior to our concurrence in award since Mr. Wright's certification or Mr. Young's March 26, 1965 cover letter did not include any comment regarding circumstances for a public interest finding.

Authorization to proceed with the only utility adjustment under the project was issued as of this same date by separate correspondence.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

It is understood that control of access is to be a part of your easement agreement with this utility, Portland General Electric.

Mr. Young's March 26, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

The March 3, 1965 final draft of your proposed fourth supplemental agreement with the City of Portland has been reviewed and traffic control measures are considered to be satisfactory. Evidence that city officials have signed the supplemental agreement should be furnished prior to our concurrence in award. Though the original and prior supplements of the agreement only have been tacitly approved by implication, copies of the fourth supplemental agreement should be furnished for our approval and files after the supplement is executed.

A review of the signing plans in the Morrison Interchange area indicates several items which need clarification. Your plans indicate a lane drop on the northbound traffic "SE" line connection to the Banfield freeway and we feel an "exit only" sign is appropriate for this lane. The sign at station 720+23 should be a cantilever and only one sign as explained in our letter to you March 24, 1965 under project I-5-6(14)301. We feel you should reduce the sign depth as much as possible by a slash arrow to the right of the message. The placement of the other signs at the above station is recommended to be placed on the "Y" line structure along with an advance sign for the "SE" line off ramp. Sign number 6 and the supporting cantilever structure could then be eliminated. The sign to Portland Airport (sign no. 28) does not appear appropriate at this location and Federal participation will be withheld for the sign and structure. A sign depth reduction could also be accomplished on signs 26 and 27 by placing the arrow adjacent to the destination and this is recommended. We have no objection to the added lane definition sign (signs 21 and 22) just north of the Burnside Bridge. However, we feel you should investigate the possibility of placing these signs on the Burnside structure.

Grading sheets 3, 4 and 5 indicate a 10' A.C. footpath in the esplanade area. Correspondence between the State Highway Department, the City of Portland, and the Bureau indicates that this area is still in the development stage and we feel that Federal-aid participation for other than the basic highway needs is not justified until a firm plan and financing of the same has been resolved. Therefore, participation in the footpath is denied at this time.

Recent developments in the design and possible right-of-way alterations of the Yamhill off ramp (DY line) have become apparent. This section

may require additional minor changes. The deceleration length does not appear adequate. A more detailed explanation of acceptable alterations will be made the subject of separate correspondence at a future date.

Your pavement design appears to be in conflict with the capacities allowable from your interchange plan on the "SX" line. The "DY" line pavement also appears slightly in error. Please furnish us with your justification for these variations.

The estimate does not include any cost to the State furnished piles, and we thereby assume you do not wish Federal participation for these piles. Should Federal participation be desired, see our December 7, 1964 memorandum under project I-5-6(41)301.

The fire barrier proposed on the East Marquam Structure should have some positive method of fastening the asbestos cement sheets to the timber hanger. We should also be furnished with the fire rating for this barrier and the code that it was designed under.

The use of the Standard Specifications for Highway Construction - 1964, is approved for use on this specific project subject to the following limitations: The proprietary reference to AWPA Standard Specifications under Article 421, 520 and 731 is not approved under the provisions of paragraph 5d of PPM 40-3.1. A special provision or supplementary standard specification should be submitted to assure Federal participation in bid items for which wood preservatives are used with reference to AWPA.

In addition, Special Provision Section 420 Timber Structures, Article 420-2.5 makes reference to W.C.L.I.B. a proprietary reference. A special provision should be submitted eliminating this reference to assure Federal participation in any bid items where this proprietary reference is applicable.

The use of your Standard Specifications for Asphalt Cements (Revision of January 1, 1965) is approved for use on this specific project.

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64; Section 315 - Plantmix Bituminous Base, dated 12-1-64; Section 415 - Riprap, dated 12-1-64, and Section 520A - Painted Wood Sign Posts, dated 12-1-64, Supplemental Standard Specifications is approved for use on this specific project.

FORM E-90 SOM 7-64 SP*6219-764

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1965

SUBJECT: R-35798 - Leppaluoto
East Bank Freeway Section
Pacific Highway

To: R. L. Porter
Deputy State Highway Engineer

Building

Subject file has come to us for condemnation. From available information it appears that the taking is not required for right of way purposes on the East Marquam Unit, but is needed for re-establishing facilities of Portland Traction Company.

If this is the case, we can proceed to condemn this property pursuant to ORS 366.335. This requires an exchange of property from the railroad for the property on subject file, or, at least, offsetting the value of this taking against what is obtained in the same vicinity from Portland Traction.

I would appreciate your advice as to how to proceed to obtain the necessary agreement with Portland Traction since the same must be alleged in the condemnation complaint.

G. E. ROHDE
Chief Counsel

GER:ALR:al

cc: W. T. Wright

RECEIVED
APR 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1965
FOR FILING

E-5-6(11)301
E-1-3
1.6576

April 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention Mr. Ted Dee
Assistant Division Engineer

Your File: 08-35.4-DA

Dear Sir:

In reply to your letter of April 15 concerning the controversy regarding sign messages, et cetera, please be advised that we have initiated a program as follows:

1. Immediately after a project shows up on the letting schedule (this will usually be in the December and later list) the Traffic Division will make a scratch copy of the proposed messages.

2. The Traffic Division and the Bureau of Public Roads will confer on messages, sign size, type and location of supports.

3. A preliminary draft based on the agreed conception will be prepared and submitted to the local jurisdictions for approval.

4. Design will proceed on that concept; barring a change of heart of local jurisdictions, there should be no changes.

5. Every effort shall be made, particularly in urban areas, to place signs overhead where applicable

or where structures exist they shall be placed on structures rather than on separate sign bridges or cantilevers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jva

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
F. B. Crandall (enc.)
L. H. Young (enc.)
F. D. Morgan (enc.)
Ivan Marchant (enc.)

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 15, 1965

In reply refer to: 08-35.4-DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: P. S. & E. approval on East Marquam Project I-5-6(41)301

On the subject project our review has indicated several points in the signing plans that could have been reviewed and the controversy settled to our mutual satisfaction prior to the P.S. & E. review. We feel that it would be advantageous to both Public Roads and the State if we could meet during the initial design phases of this signing and work out satisfactory solutions to the problems similar to that encountered in the East Marquam project. This would reduce the necessary P.S. & E. changes after advertising, and give a project that would be acceptable to all concerned. Is it possible to set up such a procedure? If so, we would certainly be cooperative in every way possible to prevent the similar delays that were recently encountered on the East Marquam. Please let us know your decision in this regard.

REFERRED TO ✓
Young - Edwards
Date: 4/16/65 By: ZZK
For: Tom - Will you answer?
Due Date: _____

RECEIVED
APR 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 20 1965
*FOR FILING
I-5-6(41)31
6576

April 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35-DA

Dear Sir:

Reply is made to your letter of April 8 regarding fire-proofing Portland Traction Company buildings, Oregon Project I-5-6(41)301, East Marquam Interchange.

Please be advised that we will execute a change order to install the necessary fire-proofing over the Atlantic and Pacific Shippers warehouse and the Pioneer Building at the appropriate time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jwa

bc Forrest Cooper
R. L. Porter
Ivan Merchant (enc.)

Form CD-121
(11-63)
(Prec. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

REFERRED TO
EDWARDS
BY DEPUTY STATE HIGHWAY ENGINEER
Let's discuss

(77)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 8, 1965

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301, East Marquam Interchange
Fire Proofing Portland Traction Company Buildings

A review of the preliminary report prepared by Wyer & Dick dated August 21, 1964 indicated (see pages 22 and 23) that the estimates prepared from drawing 18903 include a cost allowance for the fire-proofing of two warehouses, Pioneer Carloading Co. and Atlantic & Pacific Shippers, and fireproofing of the under side of the structure over the buildings.

In our letter to you dated January 28, 1965 we gave our concurrence in the proposed Portland Traction facilities, based on the above drawing, and indicated that Federal participation could be allowed. We further stated in this letter that the Traction Company should be advised that they will be permitted to construct new buildings in the easement area on the same basis as your proposed agreement with Portland General Electric. A review of the plans submitted on the above project indicates that portions of the Atlantic & Pacific Shippers warehouse and the Pioneer Building will be partially under the "C" ramp of the East Marquam structure, and we find no fire barrier designed for protection of the structure itself. We feel that this is necessary work. In view of the public pressure and the speed at which you were required to prepare these plans, this understandable omission could best be corrected after award of the contract, provided suitable agreement can be obtained with Portland Traction Company with respect to the location of the buildings.

Please inform us of your method to correct this omission.

RECEIVED
APR 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 27 1965
FOR FILING

I-5-6(41)301
6576

MISC. CONTRACTS and AGREEMENTS No. 2351

Salem, Oregon
April 15, 1965

Mr. G. E. Rohde
Chief Counsel
Office

Permit of Entry
East Marquam Interchange Section
Pacific Highway
Portland General Electric Co.
File No. R-28591 -

Attached for further handling is an executed copy of a Permit of Entry from Portland General Electric Co. to go upon its property needed for the easterly terminus of the Marquam Bridge on Pacific Highway in Portland (I-5).

An executed copy of the above Permit has been retained in this office for the Commission's files.

Secretary

rm
Attach: 1

RECEIVED
MAY 6 - 1965
FOR FILING

T-5.C(41)+.1
6+16

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1965

SUBJECT: Holman Transfer Proposal at Yamhill Street Exit Ramp

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

L

:5

Mr. Herb Clark, Jr., contacted me at 9:25 a. m., April 15, in regard to his proposal for construction of a wall and minimum right-of-way taking from the property lying between Yamhill and Taylor Streets.

Since I am not familiar with the outcome of the last meeting on the ground with Mr. Clark and others, will you please advise him as to the findings and/or actions which may be imminent or have taken place. Mr. Clark's phone number is 236-2161.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

I advised Clark by phone that we would undoubtedly be taking the R/W now under condemnation. Reducing the taking is impractical and also disapproved by BPR.

WSK

RECEIVED
APR 15 1965
FOR FILING

I-5-C(41)201
6526

April 14, 1965

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 20 Commission meeting will be a supplemental throughway agreement with the City of Portland pertaining to the East Marquam Interchange Unit of the North Russell Street-S. W. Curry Street Section of the Pacific Highway No. 1 (I-5), Eastbank Freeway in Portland.

This agreement provides for construction of the interchange and connection to S. E. Yamhill Street and S. E. Water Street, additional street closures, and construction of various city streets to provide a safe and convenient flow of traffic.

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the throughway and the Yamhill-Water Streets off-ramp to be reconstructed as part of the project. The City will assume same over those portions of city streets reconstructed as part of the project.

The project is proposed to be advertised for bids on April 20 and is estimated to cost $4,400,000. If satisfactory bids are received and no other complications arise, the contract would be under construction around mid-May.

Your approval of this agreement is recommended and your authority is requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
C. H. Maison
F. D. Morgan
L. H. Young
A. E. Johnson

DNH:mm bg

RECEIVED
APR 15 1965
FOR FILING
I-5-6(41)30
65761

April 14, 1965

AIRMAIL

Mr. H. H. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: Mr. T. H. Kruttschnitt, Jr.

Dear Sir:

Reference is made to our telephone conversation on Monday, April 12, relative to track adjustments at the Portland Traction Company yards which will be made necessary by the construction of the East Marquam Interchange. This is on Interstate Route 5 in Portland.

I have discussed the matter briefly with the local Bureau of Public Roads Division Office and mentioned the problem of railroad companies having to assume cost of betterments.

While I cannot make a positive statement at this time, I urge that you give us full information on the problem as I believe the local BPR Division Engineer will go as far as he can in working out an amicable solution.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Mr. A. W. Kilborn

Mr. Forrest Cooper
Mr. F. B. Klaboe
Mr. Victor D. Wolfe

RECEIVED
APR 12 1965
FOR FILING

April 9, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

East Burnham Interchange-
East Bank Freeway Section
I-5-6(41)301

Dear Sir:

In reference to your letter of March 29 authorizing the advertising of the subject-named project, I wish to advise in regard to some of the points below as follows:

1. Leppelnote property is not actually needed for the current project, however condemnation will be filed as you were previously advised.

2. A preliminary permit-of-entry from Portland General Electric Co. has been furnished you. We anticipate that executed copies of this permit-of-entry will be available at the time of receiving bids.

3. A permit-of-entry will be furnished by the Portland Traction Company before bid opening. A letter of addendum to the contractors limiting any liabilities on the State's part because of nonentry on the Portland Traction property to an extension of time rather than monetary damages has been issued.

4. The final draft of the proposed fourth supplemental agreement with the City of Portland has been executed and a copy will be furnished you forthwith.

5. Revision of the plans to accommodate necessary sign changes have been made, further minor changes however will be made during the course of the contract by agreement with the contractor.

6. We are committed by the agreement to the footpath in the esplanade area and expect that your approval of the over-all plan for the area will permit retroactive participation in the footpath being built on the project.

7. The "EF" line off ramp has been redesigned and is covered by revisions in plan and letter of addendum.

8. Paving of the "EF" and "DF" lines was based on more recent traffic data supplied by the Traffic Division rather than that on the interchange sheets. This was discussed by our Mr. Gregg and your Mr. Lancaster and we were advised to leave the design as shown on the plans.

9. A revised P.S. & E. estimate will be filed with you reflecting cost of the State-furnished piles.

10. The fire barrier problem has been resolved to your satisfaction.

11. Proprietary references referred to have been corrected by special provision in our letter of addendum.

We trust that this will answer your current objections. We will make the necessary statements and certifications when required at the time of award of contract to the successful bidder.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:lt

cc: R. L. Porter
R. N. Chase
W. T. Wright
T. W. Litchfield
F. D. Morgan
D. J. Barbee
M. S. Cox
I. D. Merchant
F. B. Crandall
V. G. O'Neil
Frank Hall
Mark Askrup

FOR FILING

I-5-1(41)=1

6526

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1965

To: Mr. Ivan Merchant
Bridge Engineer

SUBJECT: East Marquam Interchange
Bridge No. 8590
Insurance Requirements

B u i l d i n g

I have for reply your letter of April 8, addressed to G. E. Rohde, with respect to the above matter.

It appears under Section 7-32 of the Standard Specifications that while a contractor must furnish a complete job, nevertheless he is not responsible for injuries or damages to a structure due to unforeseeable causes beyond his control and without fault or negligence of the contractor.

In constructing the above project the contractor must span several buildings. These buildings will not be under the control of the contractor but are in the possession of third parties. In the event of a fire in these buildings which might damage the structure, I am certain that the contractor would require reimbursement for repairing the damages, since he could honestly say the cause of the fire was beyond his control and without fault or negligence on his part.

This morning we delivered you appropriate language for a letter of addendum to the project but, for the record, I believe a formal reply to your letter is necessary.

FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks

cc: R. L. Porter
Tom Edwards
G. E. Rohde

NOTED
TOM EDWARDS

RECEIVED
APR 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 - 1965

FORM E-302—5OM—7-64 SP 0230-734

FOR FILING

Conse
Brey
Mune Hotchkiss
E Bacon
E Lee-P

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1965

To:

Mr. George Rohde
Chief Counsel

BUILDING

SUBJECT: East Marquam Interchange
Bridge No. 8590
Insurance Requirements

Unit No. 1 of the East Marquam Interchange is to over build the Portland General Electric garage building. The PGE garage is located immediately south of the south line of Market Street and is overbuilt by Spans C-17 and D-17. As a protection to the structure from a PGE garage building fire, a horizontal fire wall is hung from the bottom of the supporting steel beams.

During the construction period there will be a period of time in which the supporting steel beams and possibly the concrete superstructure would be in-place prior to the construction of this horizontal fire wall.

The Bureau of Public Roads has requested that insurance be provided by the contractor to protect the State and the Federal Government during the construction period against the destruction of the above mentioned spans from fire.

Will you please advise me if this is a necessary requirement or is the State and Federal Government protected by the wording of the contract which would make the contractor liable through the construction period and until the acceptance of the project by the State.

A letter of addendum on this project is to be mailed to the contractors on Friday April 9, 1965, and it is necessary that we have an answer to this problem by noon on Friday April 9.

Ivan D. Merchant
Bridge Engineer

IDM:jm

cc: Tom Edwards
R.L. Porter

RECEIVED
APR 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

RECEIVED
APR 29 1965
FOR FILING
I-5-6(41)3.1
6576

April 7, 1965

Mr. H. M. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: Mr. T. H. Kruttschnitt, Jr.

Dear Sir:

Reference is made to our recent correspondence relative to architectural services in connection with the rearrangement of Portland Traction Company facilities made necessary by the proposed construction of the East Marquam Interchange on Interstate Route 5 in Portland.

The Bureau of Public Roads has requested a conformed copy of the executed agreement with the architect. Could you please furnish us a copy of such agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc A. W. Kilborn - Portland

bc Forrest Cooper
Victor D. Wolfe
F. B. Klaboe

Form CD-121 (1-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 23, 1965

In reply refer to: 08-35.EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(18)301, East Marquam Interchange
Portland Traction Company Architect's Agreement

As requested in Mr. Young's March 23 letter you are authorized to proceed effective this date with the work necessary under the subject Agreement as a portion of the preliminary engineering Project I-5-6(18)301.

Approval of this Agreement will be withheld pending the resolution of the points covered in our March 18, 1965 memorandum, including the necessary corrections to the consultant's certification and the execution thereof.

REC'D
MAR 24 1965
CFEI
STATE H...

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 8 - 1965
FOR FILING
I-5-6(41)E.
Monthly Items.
No. 4-65
6-16

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

April 6, 1965

Original signed by 08-35.3-0C
T. Dee
Eng. Coordinator

A. W. Parsons, Division Engineer
Salem, Oregon

By T. Dee, Engineering Coordinator

Oregon Federal-aid Interstate Program

Mr. Young's March 26, 1965 letter transmitted one Stage 2 item for inclusion in the subject program. This project is approved effective this date:

Item	Project	Location	Work
298	I-5-4(56)301	E. Appr. Marquam Bridge	Adj. R.R.

Our program approval should not be construed to indicate our approval of the railroad agreement or the estimated cost of the work.

This approval provides for a total estimated cost of $500,000 of which $450,000 is reserved as Federal-aid Interstate funds.

orig to Young
4-8-65

RECEIVED
MAR 31 1965
FOR FILING

J-5-C(41)301
6576

March 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: East Marquam Interchange

Dear Sir:

Under the Morrison Bridge Interchange contract, a large fill was constructed down to Water Avenue at Yamhill Street. Settlement has occurred which has caused curbs, sidewalks, and pavement adjacent to the structure to be displaced about four inches vertically, and has caused the stairway leading from the Belmont ramp to Water Avenue to pull away from its supporting structure. Multnomah County has declined to accept these areas until they have stabilized and been repaired.

Our maintenance forces have made temporary repairs as necessary for the protection of traffic, but it now appears that little additional settlement will occur. We propose to take care of these items under the East Marquam contract with the stairway work as a bid item and the sidewalk, curb, and pavement work as an extra work item.

Your concurrence and participation in this is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
F. B. Klaboe
ADO:jp: ajw

FORM E-30 SOM 7-64 SP*6229-734

CONSTRUCTION DIVISION
MAR 12 1965
NOTED: CE ACE ACE COE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 11, 1965

SUBJECT: East Marquam Interchange
Foundation Settlement at
Morrison Bridge

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. Adrian D. Olson

Part of the contract work of the Morrison Bridge Interchange involved construction of a large fill leading from the Morrison Bridge off-ramp structure to Water Avenue at Yamhill Street, which is commonly called the "Y" line. The weight of this fill has caused the supporting ground, which in itself is an old fill, to settle. This settlement has caused the curbs, sidewalk and pavement adjacent to the structure to be displaced about four (4) inches vertically, and has caused the stairway leading from the Belmont Ramp to Water Avenue to pull away from its supporting structure, making it unstable. We have, through maintenance forces, made such temporary repairs as were necessary for the protection of traffic up to the present time.

Our settlement observations, which have been carried out over the past 2½ years, indicate that the underlying ground has reached a stable condition and therefore very little additional settlement is anticipated. The Bridge Division proposes to repair the stairway structure and "Y" line approach as part of the above mentioned project. It is estimated that the stairway repairs will cost about $5,000 and repair to the "Y" line pavement, curbs, sidewalk and drainage $1,000.

The purpose of this information, as per our phone conversation, is to furnish you with the background of this problem in order to attempt to obtain Federal Funds for the work. Also pertinent are the following:

1. All the damage mentioned above, which has been incurred on property owned by Multnomah County, is a result of Eastbank Freeway construction and is beyond the scope of routine fill settlement normally expected for this type of work.

2. Multnomah County has refused to accept maintanence of these structures until the damage mentioned is repaired.

If any further information is required please advise.

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:ds

cc: Mr. Ivan D. Merchant

RECEIVED
MAR 30 1965
FOR FILING

I-5-6(41)3a1
6576

March 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: "DY" Ramp
East Marquam Interchange
East Bank Freeway

Dear Sir:

Reluctantly, due to its objection to the very short deceleration lane on the "DY" ramp, the City of Portland has approved our construction plans for the subject section. The ramp length does meet minimum AASHO standards but is far below what we would normally construct in such a case. It was approved as an added ramp after this portion of the structure had been designed and apparently was held short to stay off the structure.

A five percent downgrade leads to the exit which is expected to have considerable truck traffic. Because of this the City has recommended that we widen the structure and extend the deceleration lane farther south.

Your concurrence is requested in letting the contract as presently planned and then revising this ramp and structure by negotiation during construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
ADO:jp: ajw

RECEIVED
MAR 29 1965
FOR FILING
I-5-6(41)301
6576

March 26, 1965

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 20 Commission meeting will be a throughway agreement with Multnomah County pertaining to the East Marquam Interchange Section of the Pacific Highway No. 1 (I-5) in Portland.

This agreement provides for construction of the throughway and connection to S. E. Yamhill Street and S. E. Water Street and provides for an overcrossing of the easterly connections of the Hawthorne Bridge (a county bridge and connections) within the city of Portland. The total cost of the project is estimated to be $3,460,000, of which the State's share is $280,000.

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the throughway and the Yamhill-Water Streets off ramp to be reconstructed as part of the project.

The project is proposed to be advertised for bid letting in the latter part of April, and if satisfactory bids are received and no other complications arise, the contract would be under construction about mid-May.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox
C. H. Maison
F. D. Morgan
L. H. Young
A. E. Johnson

RECEIVED
APR 20 1965

FORM S-30X—80M—7-64 SP*6230-734

FOR FILING

I-5-6(41)3.1

6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 26, 1965

NOTED
R. L PORTER

SUBJECT: Right of Way Status
East Marquam Interchange
Project
April 20 Bid Opening

To: Mr. L. H. Young
Office Engineer

B U I L D I N G

We have been engaged in negotiations on two files on subject project, and both are still outstanding.

Arrangements have been made to procure a Permit of Entry from the Portland General Electric Company, and PGE has been ready for several weeks to give us this permit upon receipt of the completed exhibit referring to utility relocations. As soon as Mr. Litchfield is able to provide that document, the PGE file should be clear for entry by the contractor.

Condemnation procedures have been instituted on File No. 35798-Leppaluoto, valued at $16,100. We expect to have completed filing of the condemnation suit by April 20 and foresee no delay in use or occupancy of the land by the contractor.

I am unaware of the current status of the Portland Traction Company file, the negotiation of which is being handled elsewhere in the Department.

G. E. ROHDE
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:mk
cc: R. L. Porter
L. P. Shaw
G. E. Rohde
C. H. Matson

RECEIVED
MAR 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 25 1965
FOR FILING
I-5-L(4)(1)3a1
6576

March 24, 1965

Mr. William A. Bowes
Commissioner of Public Works
City Hall
Portland, Oregon

Re: "DY" Ramp
Morrison Bridge Interchange
East Bank Freeway

Dear Mr. Bowes:

Your March 19 letter in regard to length of the deceleration lane on the S. E. Yamhill Street ramp from the East Bank Freeway requests additional widening for a distance of 200 feet.

The exit as designed fully meets AASHO standards. Deceleration from 50 miles per hour into a 36-degree curve requires 300 feet under level grade conditions. Increased length of 20 percent of that design is required due to gradients between three percent and four percent. The total requirement for exit ramp length is therefore 360 feet which is reflected in the Yamhill ramp design.

In view of your desires in regard to added length, we will approach the Bureau of Public Roads with the suggestion that alteration of plans under contract be permitted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
F. D. Morgan
I. D. Merchant
F. B. Klaboe

RECEIVED
MAR 26 1965
FOR FILING
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
CHIEF OF OPERATIONS
L. H. ROSENTHAL
CITY ENGINEER

CITY OF PORTLAND
OREGON

March 19, 1965

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER
URGENT!!

Mr. Forrest Cooper
Oregon State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Transmitted herewith is a copy of a communication from Mr. Don Bergstrom, Ass't. Traffic Engineer, approving the supplemental agreement submitted by State to City covering changes on the East Marquam Interchange of the East Bank Freeway, but calling attention to the sub-standard deceleration lane for the S. E. Yamhill Street northbound off-ramp.

This communication has the approval of Mr. Fowler, Highway Engineering Coordinator, who has signed it.

Knowing the necessity for speedy action in this matter so that construction of this final link in Interstate 5 Freeway can be completed as soon as possible, we are presenting these agreements to the Council for passing of the necessary ordinance authorizing signatures. However, we are again calling to your attention the very dangerous traffic hazard that will be caused by the lack of a proper decelerating lane for heavy trucks on a 5% grade.

Widening of the structure by 6 feet, for a distance of 200 feet, is recommended.

Yours very truly,

Wm. O. Burns
Commissioner of Public Works

WAB:FTF:dl
Encl.

RECEIVED
MAR 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
MAR 23 1965
OREGON
STATE HIGHWAY COMMISSION

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

March 17, 1965

From Traffic Engineering

To Public Works

Addressed to Mr. Fred T. Fowler, Highway Coordinator

Subject Supplemental Agreement - East Marquam Bridge Interchange

Dear Mr. Fowler:

We are returning herewith five copies of a supplemental agreement for the East Marquam Bridge Interchange.

We have reviewed this agreement, together with proposed construction plans, and find that an adequate deceleration lane meeting interstate highway standards has not been provided for the northbound off-ramp to S.E. Yamhill Street. We strongly recommend that the final construction plan include an adequate deceleration lane at this location.

The remainder of the agreement has our approval and we have accordingly signed the five copies.

Yours very truly,

D. E. Bergstrom

D. E. BERGSTROM
Asst. City Traffic Engineer

DEB:ba
Encls. 5

APPROVED F. T. Fowler
Highway Engineering Coordinator

RECEIVED
MAR 24 1965

I-5-6(41)3.1
6576

Salem, Oregon
March 23,1965

MEMO TO THE FILE

E. Marquam Interchange Sec.
I-5-6(18)301, I-5-6(41)301,
and I-5-6(14)301

Mr. R. L. Porter has requested that the programming and scheduling phases for the subject-named project be clarified. In this regard, it was decided to program the work and contract it as follows:

1. The preliminary engineering for the railroad revision and the design work done under an Architect's Agreement between the railroad and Raymond Marks, Architect, would be accomplished under the Preliminary Engineering Project No. I-5-6(18)301.

2. The physical relocation and reestablishment of the Portland Traction Company tracks and the relocation and reestablishment of the buildings appurtenant thereto, would be done under a separate Federal-aid project but under two contracts as follows:

(a) Relocation of the buildings in accordance with the Architect's plan.

(b) Relocation of the railroad facilities under a contract to be let and administered by the railroad company in accordance with a plan developed by the railroad and approved by the State and the Bureau of Public Roads.

3. The general structural and grading contract is to be let by the Highway Department. Specifications for this contract withholds areas from the use of the contractor until January; at which time, work to be done under paragraph 2. shall have cleared the work areas.

This main contract will include the movement and relocation of the other utilities. Some street work in connection with access to the railroad facilities, parking areas, etc., will be done under this main roadway contract.

In connection with the above, Mr. Litchfield should furnish the Federal-aid Section the best estimate possible of the work contemplated under paragraph 2. so that the programming may proceed on this phase.

L. H. Young
Office Engineer

LHY:mb
cc: R. L. Porter
L. P. Shaw
F. D. Morgan
I. Merchant
T. Litchfield
R. H. Chase

RECEIVED
MAR 24 1965
FOR FILING

I-5-6(11)301
6576

March 23, 1965

Mr. H. H. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Dear Mr. Williamson:

Your File: 911700/323
O-PD-62-9

Reference is made to your recent letter relative to Bureau of Public Roads approval of the services of Mr. Raymond C. Herka, architect, in connection with the Portland Traction Company revision in Portland. This is made necessary by the proposed construction of the interchange at the easterly end of the Marquam Bridge on Interstate Route 5.

The Bureau of Public Roads has approved the agreement with the architect, but asks that the term "utility" be changed to "railroad" as indicated on the attachment and that the Federal-aid Project number be inserted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.
cc Mr. A. W. Kilborn

bc Mr. Forrest Cooper
Mr. Victor D. Wolfe

RAYMOND O. MARKS · A. I. A. · ARCHITECT
1131 S. W. KING AVENUE PORTLAND 5, OREGON CAPITOL 2-5138

CERTIFICATION OF CONSULTANT

I hereby certify that I am the Architect and duly authorized representative of the firm of Raymond O. Marks, Architect whose address is 1131 S. W. King Ave., Portland, Oregon, and

That, except as expressly stated and described herein, neither I nor the firm Raymond O. Marks, Architect has, in connection with its contract with The Portland Traction Company, entered into pursuant to provisions of an agreement between the aforementioned ~~utility~~ Railroad and the State of Oregon, as a part of Federal-aid project I-5-6 (13) 301.

(a)employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm, company, or person, other than a bona fide employee working solely for me or the aforementioned firm, to solicit or secure the contract, or

(b) agreed, as an express or implied condition for obtaining the award of the contract, to employ or retain the services of any firm, company, or person in connection with the carrying out of the contract, or

(c) paid, or agreed to pay, to any firm, company, organization, or person, other than a bona fide employee working solely for me or the aforementioned firm, any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract.

(Statement and explanation of exceptions, if any)

I acknowledge that this certificate is to be furnished to the State highway department and the Bureau of Public Roads, U.S. Department of Commerce, in connection with the aforementioned project involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

REGISTERED ARCHITECT
RAYMOND O. MARKS
STATE OF OREGON

X _____
(Date)

Raymond O. Marks
Portland, Oregon
(Signature)

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 18, 1965

In reply refer to: 08-35.EC

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(14)301
Portland Traction Company Architect's Agreement

Mr. Porter's March 12, 1965 letter furnished a copy of a proposed agreement between the Portland Traction Company and Raymond O. Marks, architect, and requested our advice in connection therewith.

We note that the supplemental certificate furnished has not had the term "utility" changed to "railroad" as required by Instructional Memorandum 30-6-64. In addition, the project number has been left blank and the certificate is not dated. Actually, we have filed correspondence regarding this matter under the subject right of way project, since a portion of the proposal covers right of way elements, and you have not initiated the necessary program action covering all of the railroad work. Though the railroad work could be handled as a right of way item or the railroad preliminary engineering could be included under your preliminary engineering project I-5-6(18)301, such procedures have not been your normal practice. We would have no objection to your including the railroad preliminary engineering as an incidental expense to construction under a single construction project such as I-5-6(41)301 or as an entirely separate new project under a new prefix covering railroad preliminary engineering, right of way and construction, should you desire to avoid separate billing. In any event, your department should initiate the necessary action to clarify this matter and thereby also be in a position to have the architect complete the certificate.

The agreement for a lump sum amount is satisfactory. Ownership of engineering documents is not in accordance with required provisions if you were a party to the agreement; however, if you or the railroad do not object to Item 14, we will not interpose any objections.

Our approval of the agreement, after execution and establishment of the appropriate project under which the work is to be handled, will be with the understanding that participation in the cost incurred will be contingent on reaching a satisfactory agreement or agreements with the railroad under the provisions of PPM's 21-4.1 and 30-3 which includes such work therein.

RECEIVED
MAR 19 1965

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 12 1965
FOR FILING

Const
Project
Interst. Portland

E Haag

March 12, 1965

Mr. A. U. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

Attached is a copy of a letter from the Southern Pacific Company, together with a copy of a proposed agreement between Portland Traction Company and Raymond O. Marks, architect, covering Mr. Marks' services relative to the preparation of plans for the Portland Traction building adjustment. This is in connection with the proposed highway construction at the east end of the Marquam Bridge on Interstate 5 in Portland.

Would you please review the proposed agreement and advise me as promptly as possible as to your approval or disapproval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

S-3708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
B. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

March 9, 1965

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

911700/323

0-PD-62-9

Air Mail

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

This is in connection with your letter of February 26 about the employement of an architect in connection with building requirements on the Portland Traction Company property in Portland.

Attached is copy of proposed Architect's Agreement and Certification of Consultant, both of which have been signed by Mr. Raymond O. Marks. We understand that the agreement was prepared after consultation between Mr. Marks and the Bureau to determine a form which would be satisfactory.

The proposed agreement is now receiving final review by the two parent companies of Portland Traction. While some minor changes may be suggested, we would appreciate your prompt advice as to whether or not the general form and substance of the agreement is satisfactory to the State and BPR.

Yours very truly,

H M Williamson
R

Attch.

RAYMOND O. MARKS · A. I. A. · ARCHITECT
1131 S. W. KING AVENUE PORTLAND 5, OREGON CAPITOL 8-5138

CERTIFICATION OF CONSULTANT

I hereby certify that I am the Architect and duly authorized representative of the firm of Raymond O. Marks, Architect whose address is 1131 S. W. King Ave., Portland, Oregon, and

That, except as expressly stated and described herein, neither I nor the firm Raymond O. Marks, Architect has, in connection with its contract with The Portland Traction Company, entered into pursuant to provisions of an agreement between the aforementioned ~~utility~~ Railroad and the State of Oregon, as a part of Federal-aid project I-5-6 (18) 301.

(a)employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm, company, or person, other than a bona fide employee working solely for me or the aforementioned firm, to solicit or secure the contract, or

(b) agreed, as an express or implied condition for obtaining the award of the contract, to employ or retain the services of any firm, company, or person in connection with the carrying out of the contract, or

(c) paid, or agreed to pay, to any firm, company, organization, or person, other than a bona fide employee working solely for me or the aforementioned firm, any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract.

(Statement and explanation of exceptions, if any)

I acknowledge that this certificate is to be furnished to the State highway department and the Bureau of Public Roads, U.S. Department of Commerce, in connection with the aforementioned project involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

REGISTERED ARCHITECT
RAYMOND O. MARKS
Portland, Oregon
STATE OF OREGON

X _____ _____ Raymond O. Marks
(Date) (Signature)

RAYMOND O. MARKS · A. I. A. · ARCHITECT
1131 S. W. KING AVENUE · PORTLAND 5, OREGON · CAPITOL 2-5138

ARCHITECT'S AGREEMENT

This agreement made this _____ day of March, 1965, by and between PORTLAND TRACTION COMPANY, 1635 S. E. Water Avenue, Portland Oregon, hereinafter called the Owner, and Raymond O. Marks, 1131 S. W. King Avenue, Portland, Oregon hereinafter called the Architect.

W I T N E S S E T H :

Whereas the Owner intends to construct and alter buildings at the Owners East Portland Terminal located at 1635 S. E. Water Ave., Portland, Oregon, hereinafter called the Work.

Now, therefore, the Owner and the Architect for the considerations hereinafter named, agree as follows:

1. The Architect's professional services shall consist of the necessary basic studies and conferences and preparation of preliminary studies; preparation of working drawings and specifications and other documents necessary to obtain bids to form the basis of a contract between Owner and contractor for execution of the Work, which working drawings shall give explicit dimensional information and by notation or appropriate schedule shall clearly indicate the location of the respective kinds of material specified, and shall include building plans, elevations and secions showing all architectural and structural requirements, and shall also include engineering services covering plumbing, heating, mechanical and electrical equipment arrangements, as indicated in the preliminary plans prepared by the Architect, and shall include detailed drawings at suitable scale necessary to illustrate adequately basic elements of the structure and special architectural or engineering features; specifications for architectural, structural, plumbing, heating, electrical, and other mechanical work, which shall clearly describe the conditions under which the Work is to be executed, the types, qualities, and finishes of materials and equipment to be furnished, and the methods of assembly, erection and installation; the issuance of certificates of payment according to applicable standard of the American Institute of Architects; and the keeping of accounts, the general adminstration of the business and supervision of the Work.

2. Right of way requirements or land surveys are not included as a part of this Work.

3. The type of construction or soil loading conditions contemplated will not require subsurface investigation. Design of the proper sized foundation and footings for these buildings will be based on allowable bearing pressure for soil as set forth by the City of Portland Building Department.

RAYMOND O. MARKS · A. I. A. · ARCHITECT
1131 S. W. KING AVENUE PORTLAND 5, OREGON CAPITOL 8-5138

4. The Architect shall have access to any drawings or design of highway structures or other work by the State of Oregon Highway Commission that would have a direct relation to the work for Portland Traction Company.

5. The Architect agrees to provide or attend conferences to be held at the request of any party thereto and for visits to the site and inspection of the Work at any time by any such or parties and by representative of the Bureau of Public Roads.

6. Checking of shop drawings for special details that is: reinforcing steel, miscellaneous iron and various manufactures details, is included as a part of the Architects service.

7. If substantial changes in the Work are contemplated during the course of construction and mutual acceptance of these major changes is established, then the Architect shall be paid for the extra work if deemed necessary at the rate of $12.00 per hour.

8. If any unavoidable delays should occur the Architect or Owner shall notify the other in writing and outline or request for a reasonable extension of time.

9. This agreement may be terminated by either party upon seven days written notice should the other party fail substantially to perform in accordance with its terms through no fault of the other. In the event of termination, due to the fault of others than the Architect, the Architect shall be paid for services performed to termination date, including reimbursements then due, plus terminal expense.

10. Arbitration of all questions in dispute under this agreement shall be at the choice of either party and shall be in accordance with the provisions, then obtaining, of the Standard Form of Arbitration Procedure of the American Institute of Architects. This Agreement shall be specifically enforceable under the prevailing arbitration law and judgment upon the award rendered may be entered in the court of the forum, state or federal, having jurisdiction. The decisions of the arbitrators shall be a condition precedent to the right of any legal action.

11. The Architect shall save harmless the State or other agency of government from all claims and liability due to activities of himself, his subcontractors, agents or employes.

12. The Architect shall comply with all Federal, State and local laws and ordinances applicable to the Work.

13. The Owner and the Architect each binds himself, his partners, successors, assigns and legal representatives to the other party to this Agreement and to the partners, successors, assigns and legal representatives of such other party in respect of all covenants of this Agreement. Neither the Owner nor the Architect shall assign, sublet or transfer his interest in this Agreement without the written consent of the other.

RAYMOND O. MARKS · A. I. A. · ARCHITECT
1131 S. W. KING AVENUE PORTLAND 5, OREGON CAPITOL 8-5138

14. Drawings and Specifications as instruments of service are the property of the Architect whether the Project for which they are made be executed or not. They are not to be used on other projects except by agreement in writing.

15. The Architect agrees to furnish the services as outlined above for the sum of Nine thousand six hundred and no/100 dollars.

This sum is based on an estimate of the work required and is as follows:

Drafting (Preparation of working drawings from preliminary drawings)	$ 1500.00
Engineering	600.00
Heating and lighting	400.00
Mechanical	400.00
Typing and furnishing 75 sets of Specifications of approximately 75 pages	400.00
Blue prints - 30 sets -	300.00
Architects Consultant fee	6000.00
Total fee amount	$ 9600.00

16. Payments to the Architect on account of his fee shall be made as follows:

A retainer payment of $1000.00 is to be made to the Architect in cash upon execution of this contract.

Twenty-five per cent (25%) of the fee (which includes retainer) to be paid at the completion of basic studies and start of working drawings.

Upon completion of the working drawings and upon letting of the contract, there shall be paid to the Architect such additional sum as will bring the total payments to him up to eighty per cent (80%) (Basic plus 55%) of the total fee.

After the contract is awarded then the balance of twenty per cent (20%) of the Architect's fee shall be paid to the Architect in monthly payments as the Work progresses.

In Witness Whereof this agreement is executed in duplicate original by the parties on the date first above written.

Owner
Portland Traction Company

By_____

Raymond O Marks
Raymond O. Marks, Architect

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MAR 23 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-6(41)3.1
6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAR 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

March 22, 1965

Commissioner William A. Bowes
Commissioner of Public Works
CITY OF PORTLAND
City Hall
Portland, Oregon 97204

RE: East Marquam Interchange

Dear Commissioner Bowes:

The construction of this interchange will require the reestablishment of the Portland Traction Company warehouse. It is the joint proposal of the State and the railroad company that one of them be reestablished in a portion of S. E. Market Street between S. E. First and S. E. Water Avenues. We therefore hereby request the City to assist us in the vacation of S. E. Market Street between the west line of S. E. First Avenue and the east line of S. E. Water Avenue. Our request is that the City do this vacation by ordinance rather than through the regular petition action. As you know, we are attempting to place this important facility under contract as soon as possible and it is our understanding that time can be saved by this method.

I am enclosing two (2) copies of a sketch map showing the area. If more are needed I will supply them immediately. You will note that the section of Market Street for which we request vacation has never been improved and is now occupied partially by a railroad unloading platform as well as many railroad tracks. It is bounded on both sides by property owned by the Portland Traction Company, who will agree to this vacation proceeding. There are no City-owned utilities involved.

During a discussion of this matter with Mr. Fowler, I was advised that it might be possible to secure a revocable permit if we need possession of the property prior to the time vacation proceedings could be completed. It is our feeling that we may not require such a permit and therefore wish to hold any request for a revocable permit in abeyance until such time as we know more about the length of time that a vacation ordinance will require.

Very truly yours,

Original Approved by F. S. Klaboe

F. S. Klaboe
Metropolitan Engineer

FSK:sh
Enclosures
cc Phil Adams Fred Fowler
E. A. Kendrew

bc R. L. Porter (w/enc) T. W. Litchfield
Lloyd P. Shaw Dale Sturmer
W. T. Wright G. E. Rohde
Ivan D. Merchant
F. D. Morgan

MARQUAM BRIDGE

WILLAMETTE

RIVER

BRIDGE

HARBOR LINE

TOP OF BANK

EXTEND

12"-8"

PG&E Conc. Vault & M.H.

Oil Tank Filler Cap

Steam Valve Box

2½" Steam Line

6" Water

3" Water

22' S.P.

PG&E Conc. Vault & M.H. — Tower crossing Main 24" Water

Water Gate Chamber

Diesel Tank

Engine Rm.

12' S.P.

6" Water

4" Water

Conc. Vault

12"

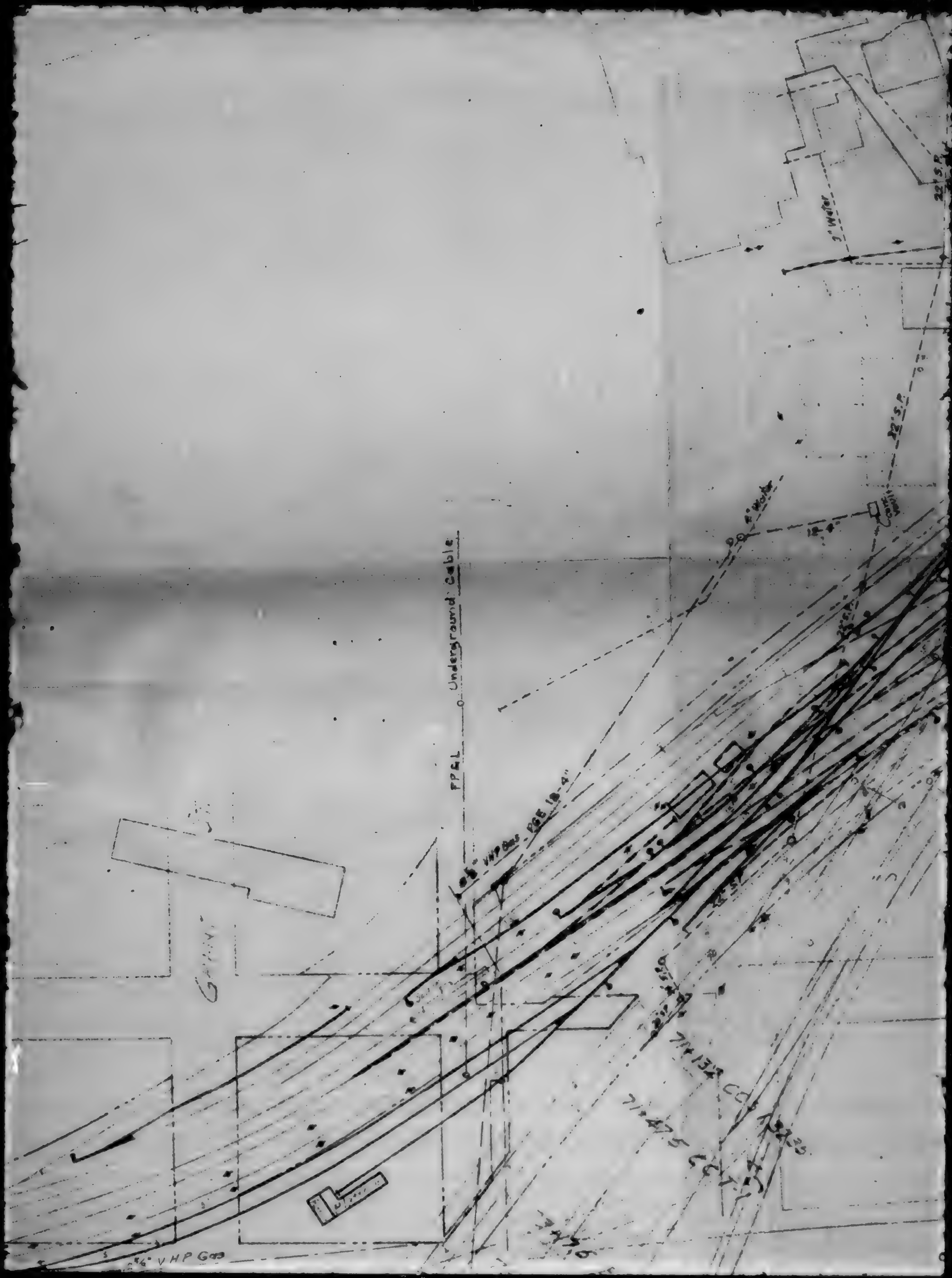
Water

Location of Platform indefinite

2½" Steam Line

14" Water

LEANDA ST
PGE
Fuel Oil
Storage
Tank
PLACE


2" Water
22' S.P.
Underground Cable
FP&L
8" VHP Gas - PGE 18-4"
Gravel
7" 13#
7" 17#
24" VHP Gas

12"-4"

PGE conc. Vault & M.H.

Steam Valve Box

Oil Tank Filler Cap

2½" Steam Line

6" Water

22' S.P.

PGE conc. Vault & M.H.

24" Water

Sewer crossing Main

Water Gate Chamber

Diesel Tank

Engine House

6" Water

2½" Steam Line

Oil Tank

22' S.P.

Conc. Vault

3" Water

14" Water

Location of
Water Lines indefinite

S E

14" Water

32" Water

18" x 13' conc. Vault

S E

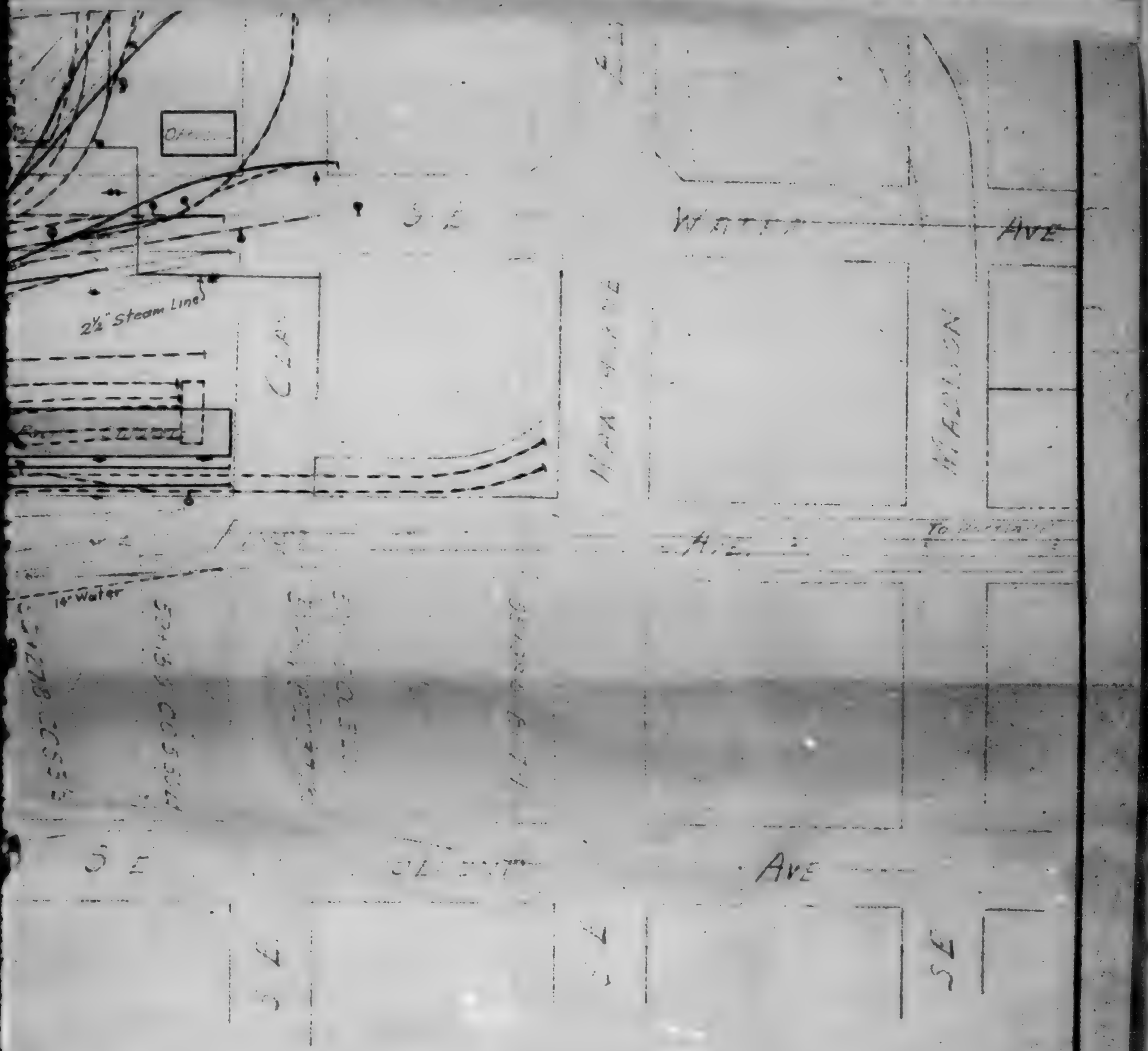
STEPHENS

THIRD

ST.

AVE.

S E. UNION AVE.



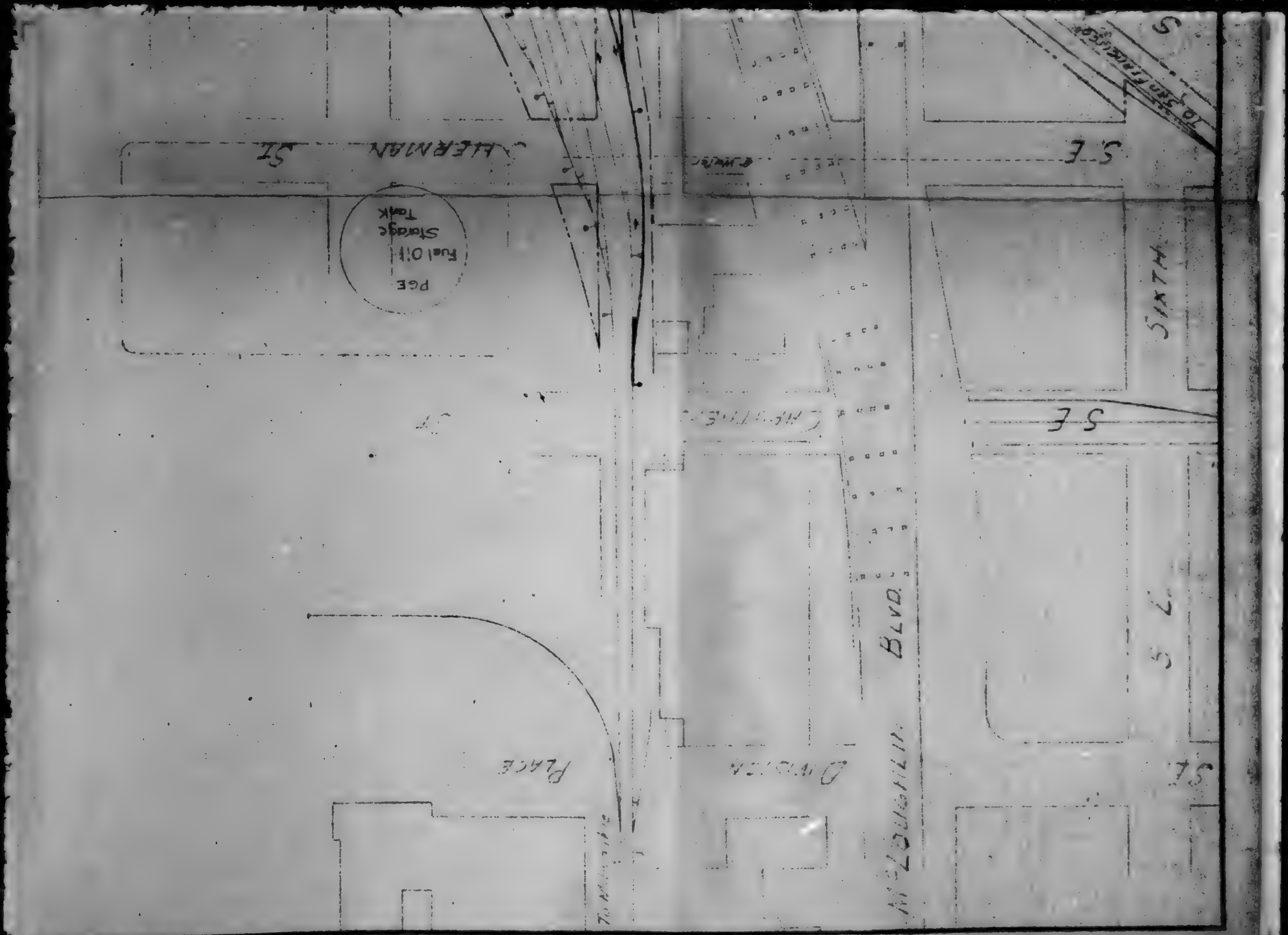
Oregon State Highway Department
Proposed Vacation of S.E. Market Street
East Marquam Interchange
Scale ~ 1" = 100' March 22, 1965
F.B. Kiaboe, Metro. Eng'r.

LEGEND

Proposed Vacation .....

Proposed Relocation of P.T. Co. Bldg. . .

Utilities & Track Revision
Portland Traction Co. Area


BERNAL ST
PGE
Fuel Oil
Storage
Tank
SIXTH
BLVD
PLACE

PPGL

8" VHP Gas PSB 18-4"

GRAND

7" 13# CCP

7" 17# CCP

12 5/8" VHP Gas

S. E. GRAND

DIVISION

LINCOLN

PIPE

S.E.

AVE.

S E

Water Lines Indicated

S E

32" Water

14" Water

ST.

18" x 13' conc. vault

STEPHENS

S E

THIRD

AVE.

ALLEN ST.

S E.

UNION

AVE.

S E

AVE.

Oreg
Propose
Ea
Sca
F

Prop
Prop

Ut
Po
Ec
(Utilitie
D.E. et

Pole
New
Trac
Tra

SOU

LEGEND

Red shows new work
Yellow shows shift or abandon
Shows S.P.Co. property line
Shows P.T.Co. property line
Shows Hwy. easement line

Scale

Oregon State Highway Department
Proposed Vacation of S.E. Market Street
East Marquam Interchange
Scale ~ 1" = 100' March 22, 1965
F.B. Klaboe, Metro. Eng'r.

LEGEND

Proposed Vacation .....
Proposed Relocation of P.T. Co. Bldg. . .

Utilities & Track Revision
Portland Traction Co. Area
East Marquam Interchange
(Utilities West of Water Avenue Not Shown)
D.E. Sturmer, Loc. Eng'r. March 11, 1965

LEGEND

Poles .....
New Tracks & or Bldgs. .....
Tracks & or Bldgs. to be removed .....
Tracks & or Bldgs. to remain in place .....

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

MAIN LINE
EAST PORTLAND
Proposed changes
East end Marquam Bridge
Scale 1" 100 Lgth Aug. 3 1964
Rev Oct 22, 1964
Redrawn Dec. 10, 1964

OREGON DIVN.
DRAWING P-18903-F
SHEET NO. 1

DRAWER

RECEIVED
MAR 23 1965
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-6(4)2-1

6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

March 16, 1965

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. S. E. Caldwell

Re: Exhibit "D"
P.G.E.-State Agreement
E. Marquam Interchange Section
Pacific Highway
Multnomah County

Gentlemen:

Please refer to your estimate of cost dated January 14, 1965, revised January 28, 1965. This estimate did not include an item for the adjustment of your underground steam, water and drain pipes, since they were installed many years ago before accurate records were kept, and the exact location and extent of these facilities are unknown.

It is agreed the following procedure will be used in making these underground adjustments and by this reference made a part of the above-mentioned estimate of cost.

The underground work will be done by any one of the three following methods, whichever is determined to be the most practical at the time the work becomes necessary.

1. By Portland General Electric Company forces on an actual cost basis.

2. By State's contractor as Extra Work or by Price Agreement.

3. By Portland General Electric Company's contractor on an actual cost basis.

Using any one of the three options, the company will notify the State Inspector prior to proceeding with the work, then estimate the cost of the work necessitated by the conflict. The Inspector, with this information, will secure approval, authorize the company to proceed with the work, and will note in his daily diary the facilities encountered which are not included in the estimate and note the material and labor necessary to complete the adjustments. He will also

make a sketch of how the adjustment was handled. Then, when the work is completed, Portland General Electric Company will prepare a separate bill for the work completed by them under option 1 or 3. It is understood this bill may be audited prior to final payment and any betterment or extended service life determined by the company will be credited to the State.

It is understood and agreed that the above procedure will modify Paragraph 11 of Exhibit "E" with respect to presently unknown work to be performed in the relocation of the facilities not specifically mentioned in the estimate marked Exhibit "D".

Enclosed you will find two copies of this letter and if the above terms and conditions are acceptable, please sign and return one copy so that the same may be attached to Exhibit "D".

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp:bjm
encs.

APPROVED FOR PORTLAND GENERAL ELECTRIC COMPANY

By /s/ S. E. Caldwell

Ass't. Chief Systems Engineer
Title 3/18/65

cc: A. W. Parsons
R. L. Porter
P. M. Stephenson
I. D. Merchant
C. H. Maison
L. H. Young
F. B. Klaboe
Jack Hesla

RECEIVED
MAR 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 12 1965
FOR FILING
I-5-6(41)3-1
4576

March 11, 1965

Mr. H. M. Clark, Jr.
Vice President
Holman Transfer Company
49 S. E. Clay
Portland 14, Oregon

Dear Mr. Clark:

As you requested, we have prepared tentative estimates of the cost to construct retaining walls in connection with the proposed Yamhill Street exit ramp from the East Bank Freeway to S. E. Water Avenue.

Since any wall installation has some effect on the relative safety of the highway design, the Bureau of Public Roads was consulted as to the acceptability of such construction in this case. The Bureau has advised us that it does not favor this type of installation in the Yamhill ramp area and would not approve plans in which it was used, regardless of the source of financing of the wall construction.

In view of the Bureau's stand, there appears to be no way to provide the extra area you desired. For whatever value the information may have to you, the estimated cost of a retaining wall along the berm line of the ramp embankment from the south line of Yamhill Street to the north line of S. E. Taylor Street is $15,000. A wall along the berm line from the south line of Yamhill to its intersection with your west property line, thence south to the north line of S. E. Taylor Street, is estimated to cost $12,700. A wall along the berm line in the limits of S. E. Yamhill Street to the west line of S. E. Water Avenue is estimated to cost $7,000.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosure
LPS:ajw
cc Forrest Cooper
R. L. Porter
F. B. Klaboe
D J Barbee
W T Wright

H. M. CLARK, JR. H. M. CLARK, SR. L. P. CLARK

HOLMAN TRANSFER COMPANY

49 S. E. CLAY PORTLAND 14, OREGON BEImont 6-2161

February 19, 1965

Mr. Leslie E. Poole, Engineer
320 S. W. Stark
Portland, Oregon

Re: Date of your preparation of engineering study and plans and specifications for expansion of our Yamhill Warehouse #2 near east end of Morrison Bridge.

Dear Les:

I phoned you today and learned you were on vacation so this will be awaiting your return next Tuesday.

The State Highway Department is going to construct an off-ramp from the East Bank Freeway through the west end of our property at this location. We have explained to them our plans for enlargement of the floor space of this operation on the site available and that any taking will work a serious hardship to this operation. The point is that we have always been too tight on land at this location and any taking will make it even tighter to the detriment of operational efficiency at this location.

The appraiser used by the Highway Department knew nothing of these expansion plans and therefore allowed nothing for severance damages in the event of taking. It so happens we are working with the Highway Department in an effort to have them construct a concrete retaining wall to reduce the amount of taking and this will probably be accomplished. However, the matter of money is involved and any revised appraisal with allowance for severance damages will have to take into consideration our planned use for the property. Inasmuch as the appraiser and the Highway Department quite frequently encountered the problem of a higher or better use on properties to be taken than the use to which they've been put in the past, they are naturally somewhat skeptical as to the honest plans and intent of property owners. They have asked us to verify our plans by giving them the benefit of the date we contacted you and engaged your services in the preparation of engineering and specifications

Copies To
Barbee
Klaboe
Wright
3-1-65

for the addition to this Warehouse operation. Would you be so good as to advise the state appraiser, Mr. Elmer Kolberg,605 Jackson Tower, Portland 5, Oregon, phone CA6-4821, of the date you performed this work for us. Our records indicate it was in April of 1955. This date will verify to them that we actually planned to expand and enlarge at this location. Of course you know the reason we have not done so to date is that although it has been a part of our overall plan for a number of years, we have added a new million dollar facility in Guilds Lake and a second one in the Milwaukie area and this has had precedence over the enlargement at the Yamhill location until now. We recently purchased the property which we have had under option all the time and are endeavoring to work out the freeway off-ramp arrangements in a manner least detrimental to our plans for this operation.

We will appreciate your furnishing Mr. Kolberg with the date and a copy of whatever plans, specifications, engineering, etc., you have prepared for us.

Sincerely yours,

HOLMAN TRANSFER COMPANY

H. M. Clark, Jr.
Vice President

H.M.C,Jr/jlc
P-S We have recently had Mr. Irving Olsen of Dames and Moore Company drilling some test borings on this and the adjoining property. After the East Bank Freeway fill was put in by the Highway Department, we at our expense had the remaining portion between the freeway and the west wall of our building filled, rocked and graveled. As you know, our overall plan has always been to expand as far westward as possible at this location.

cc: Mr. Elmer Kalberg
cc: Mr. Robert Patterson
cc: Mr. Lloyd Shaw
cc: Mr. L. Guy Marshall, Attorney

H. M. CLARK, JR. H. M. CLARK, SR. L. P. CLARK

HOLMAN TRANSFER COMPANY

49 S. E. CLAY PORTLAND 14, OREGON BElmont 6-2161

February 19, 1965

Mr. Irving Olsen
Dames & Moore Engineers
1220 S. W. Morrison
Portland, Oregon

Re: Test borings at old United Grocers Property near east end of Morrison bridge.

Dear Irving:

This will confirm our today's phone conversation in which I requested you send copies of test borings you have taken for us in this area to Mr. D. J. Barbee, assistant Construction Engineer of the State Highway Department in Salem, Oregon.

Please send Mr. Barbee the complete information concerning all test borings you have taken on both the United Grocers and Healy properties.

The reason for their need of this information is that they are preparing specifications for a concrete retaining wall for the east side of the freeway off-ramp that will come off at the west side of this property. By constructing a concrete retaining wall they can reduce the taking of our land.

Sincerely yours,

HOLMAN TRANSFER COMPANY

H. M. Clark, Jr.
Vice President

HMC,Jr/jlc
cc: Mr. D. J. Barbee
cc: Mr. Robert Patterson
cc: Mr. Lloyd Shaw
cc: Mr. Guy Marshall, Attorney

RECEIVED

RECEIVED
OCT 11 1966
FOR FILING

I-5-6(41) 301
4571

FORM S-20 SDM 11-61

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1965

SUBJECT:

To:
MEMO TO FILES:

NOTED
R L FOSTER

L

A meeting was held in the Portland Traction Co. on March 5, 1965 to discuss the timing of items of work involved in the first unit of the East Marquam Interchange.

Those present were:

Representing OSHD	Representing Portland Traction Co.
I.D. Merchant	P.A. Adams
F.B. Klaboe	J.A. Meeker
A.A. Rear	F.V. Schlaf
E.L. Hardt	
T.W. Litchfield	Representing S.P. Co.
D.E. Sturmer	
J. Helsa	E.A. Kendrew
	J.E. Thomas

Mr. Merchant informed the group that the Highway Department desired to let a construction contract for the first unit of the Interchange and to let a separate building revision contract later. It is necessary that we know the length of time required for the building revision contract.

The Portland Traction Co. outlined the necessary steps of revision to insure that none of the businesses would be jeopordized. They are:

1. Reestablish a temporary team track near PGE pole yard.

2. Relocate a loading ramp south of Clay street and East of Water Avenue consisting of 60' of functional dock and a ramp-94' minimum length overall.

3. Construct new P & A shippers building and remodel remainder. (Portland Traction Co. Freight house)

4. Remove East end of existing P & A shippers building and remodel remainder.

5. Construct new loading ramp North of Clay street and West of Water Avenue approximately 70 feet easterly of location shown on plan #10.

Other items necessary for remodeling which can be done concurrently with the above list are:

1. Revise Pioneer building

2. Remove Flynn Forwarding and Portland Traction Co. office

3. Combine Portland Traction Co. outbuildings to eliminate the Carpenter shop and sand shed. This will leave the locomotive repair shop and the trainmans quarters and salvage building.

4. Construct new Portland Traction Co. office

5. Revise Trackage as required

During the discussion it was brought out that the Portland Traction Co. office could be constructed in the upper level of the new P & A shippers building. It is assumed that a considerable amount of savings could be realized with the office space provided adjacent to the office space for the shipping firm. The savings would eliminate the necessity of duplicating the heating plant, sewer and water installations and other utility installations.

It will be necessary to vacate S.E. Market Street between S.E. Water Ave. and S.E. 1st Ave. The Portland Traction Co. will petition the City of Portland for the vacation of the above street and the Highway Department will lend all possible support to affect the vacation.

The Portland Traction Co. (P.A. Adams) asked what arrangements would be made to move the tenants when buildings are remodeled. No answer was given to this question but Litchfield will persue this problem.

Adams brought up the problem of lighting the track area under the structure. The old memo was brought out which stated that the lay-out of the lighting would be furnished by the Portland Traction Co. and the Highway Department would design and install the system- As far as the first unit of the East Marquam Interchange is concerned no provision will be made for lighting however it was agreed by Mr. Merchant that if the lighting proved to be necessary on this portion of the relocated trackage then we would design and construct the necessary lighting. At this stage there is no agreement as to maintenance of the system or the obligation of the cost of energy.

A.A. Rear
Assistant Bridge Engineer

AAR:dm
cc: R.L. Porter, T.W. Litchfield, E.A. Kendrew (S.P.)
W.T. Wright, J. Hesla
Fred Klaboe, F.D. Morgan, P.A. Adams (Portland Traction Co.)
H.S. Cox, Brooks-BPR

RECEIVED
MAR 8 - 1965
FOR FILING

I-5-L(41)3a1
6576

March 5, 1965

Mr. H. H. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Dear Mr. Williamson:

Further reference is made to your employment of Mr. Raymond O. Marks, architect, in connection with the Portland Traction Company building adjustment and rearrangement.

We advised your office by telephone and by letter that verbal clearance had been received from the Bureau of Public Roads. Enclosed is a copy of the written approval, together with the Bureau's instructions that are applicable thereto.

If you have need for further data on this matter or if we can be of any assistance, please do not hesitate to call on us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPrem
enc.
cc/enc. Mr. A. W. Kilborn

bc Mr. Forrest Cooper
Mr. Victor D. Wolfe

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 2, 1965

In reply refer to: 08-35.EC

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(14)301
Portland Traction Company

Reference is made to Mr. Porter's February 26, 1965 letter requesting advice as to whether the employment of Mr. Marks on a cost plus fixed fee basis by Southern Pacific is satisfactory.

Mr. Marks may be employed for this purpose. The proposed basis of payment is satisfactory under the provisions of subparagraph 9a(3), of PPM 30-3 and is one of the alternatives specified under revised subparagraph 4a(5) of PPM 40-6(1) should the amount of estimated cost indicate that a complex situation is involved. However, we assume that a relatively minor amount is being considered which can be approved by this office upon being advised of the estimated cost along with the certification required by IM 30-6-64.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

U.S. DEPARTMENT OF COMMERCE — BUREAU OF PUBLIC ROADS

POLICY AND PROCEDURE MEMORANDUM

August 7, 1962
40-6(1)

EMPLOYMENT OF CONSULTANTS

PPM 40-6, dated May 20, 1960, is amended as follows:

1. Paragraphs 4a(3) and 4c(3) are revoked, effective September 1, 1962. Consultant agreements providing for a fee based on a percentage of estimated construction cost will not be approved for Federal-aid participation after that date.

2. A new paragraph 3d is added to read:

d. Before Public Roads will approve an agreement for consulting services, it must be shown that the proposed consultant has, or will establish a working office within the State, or convenient thereto, at which it will be possible for State and Public Roads representatives to review and discuss proposed design features as the work progresses.

3. Paragraph 4a(5) is revised to read:

(5) Actual salaries paid employees by the consultant, not including salaries or other payment to principals of a consultant organization, for the time such employees are directly utilized on work necessary to fulfill the terms of the agreement, plus a lump sum to cover overhead in the case of agencies that cannot undertake engineering work at a profit, and to cover overhead or profit, or both in the case of a consultant established for the purpose of conducting a private business. In addition an allowance for transportation and subsistence may be made.

4. Paragraph 4c(1) is revised to read:

(1) Lump Sum Fee: A lump sum fee is appropriate when the extent and cost of the work to be performed can be determined in advance with reasonable accuracy.* Proposed agreements based on a lump sum fee that are submitted to Public Roads for approval should be accompanied by a statement showing the factors used in arriving at such a fee.*

5. Paragraph 4d is revised to read:

d. When the basis of payment is other than a lump sum fee, the agreement shall specify a maximum amount payable. Provision should be made for adjustment of this maximum amount, or of a lump sum fee, when there is a substantial change in the scope or character of the work to be performed.

6. The last sentence in Article II, paragraph 3, "Payments," of the "Outline of Provisions and Clauses for Engineering Agreements," attachment to PPM 40-6, is to be deleted.

Rex M. Whitton
Federal Highway Administrator

Dick Conrad
cc 8-13-62

b. The district engineer's approval shall be indicated in the following form on the page of the agreement on which the other signatures appear:

"Examined and approved: _____
Date

_____
District Engineer"

c. Any estimate of the total cost of the project which is received without the supporting railway or utility agreement may be approved at the election of the district engineer as to the total project, but approval of the work contemplated to be performed by the company shall not be construed as having been given until the required agreement has been received and approved.

d. In the event it is determined that a substantial change from the statement of work contained in the agreement is required, reimbursement therefor shall be limited to costs covered by a written change or extra work order approved by the district engineer.

9. Labor Costs

a. General

(1) The actual salaries, wages and expenses paid by a company to individuals during the periods of time they are directly engaged in making, and incident to making, the changes to its facilities and properties which changes are required in connection with the construction of a highway project are reimbursable when supported by adequate job time records. This shall include individuals who are engaged in the direct and immediate supervision of the work at the site of the project and those who are directly engaged in essential engineering at the site of the project and in the actual preparation of the plans and estimates of the work in connection with the changes required by the construction of a highway project. In no event will the cost of the preparation of "as constructed" plans for record only by the company be reimbursed. The salaries and expenses paid to individuals within the structure of the overhead organization of the company who are directly engaged at the project site may be reimbursed only where a reasonable showing is made that the work performed by such individuals was essential to the prosecution of the construction of the highway project and could not have been accomplished as economically by employees outside the structure of the overhead organization.

(2) Reimbursable labor costs shall include retroactive pay adjustments which are included in a claim submitted by a State prior to the final settlement thereof.

(3) Where a company is not adequately staffed to prosecute the work to be performed in connection with the making of the changes to its properties which are required by the construction of a highway project, the amounts paid to engineers, architects and others for required technical services which are approved by the State and by the district engineer will be reimbursed. Approval shall not be given to fees for such technical services which are determined on the basis of a percentage of the total actual cost of making the required changes to the properties of the company.

b. Accounting: The amounts of the actual salaries and wages paid by a company to employees who are directly engaged in the preparation of the billings of costs to the State and to employees who are directly engaged in essential accounting at the site of the project will be reimbursed.

RECEIVED
MAR 8 - 1965
FOR FILING

FORM E-20 ROM 7-64 SP*6220-724

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 4, 1965

SUBJECT: East Marquam Interchange

To: MEMO TO THE FILES

I called Phil Adams of the Portland Traction Company, and ask him if it would be possible to cut off the P & A Shippers Building and leave them in the remainder for a period of time long enough to design and construct the new P & A Building straddling Market Street. (Mr. Merchant correctly recalled that Adams had once told us that P & A could get along with a lot less room than they now occupy.) If such a maneuver were possible, we would be able to save the time it takes to build a new warehouse.

Mr. Adams advised me that this would have been possible some time ago, but not now. He has leased the space not being used by P & A to Holman Transfer and one other transfer company. He stated that the new building would have to be completed before we could cut off any of the old.

I transmitted this to Merchant by phone this date.

Original Approved by F. B. Klaboe

F. B. Klaboe
Metropolitan Engineer

FBK:ds

cc: R. L. Porter
L. P. Shaw
Ivar D. Merchant
T. W. Litchfield
W. T. Wright
Dale E. Sturmer

OFFICE OF
STATE HIGHWAY ENGINEER

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-6(41)301
6576

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 3, 1965

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(14)301, East Marquam Interchange - Portland Traction Company

Deputy State Highway Engineer R. L. Porter's letter of January 22, 1965 forwarded to this office a legal opinion prepared by Chief Counsel G. E. Rohde, concerning the compensation to which Portland Traction Company is entitled as a result of the easement to be acquired for overhead structures.

On page 4 of the legal opinion Mr. Rohde indicated that the Portland Traction Company was entitled to "the fair market value of the formerly unused ground areas on which the buildings must be relocated, since, if this unused land area had not been available on railroad property, it would have been necessary to substitute land in the immediate vicinity, at market value, in a commercial and industrial area."

This legal opinion has been reviewed by our General Counsel's office and it is their opinion that such a procedure would sanction duplication of payment to the Traction Company. The State would not only be paying for the land taken, but would pay for land made available in substitution therefor. It is here that we find a duplication, for even if land were purchased as suggested, it would be a duplication to both pay for the land taken and to pay for the land purchased in substitution therefor. Based upon this legal opinion from our General Counsel's office, Federal funds could not participate in any such payment covering the market value of formerly unused ground areas on which buildings must be relocated.

We agree that the railroad would be entitled to the market value of the land actually taken, as indicated under Item 1 of Mr. Rohde's opinion, as well as Item 2, provided that such values are determined and substantiated by adequate appraisals. The same comment holds true concerning Item 4 of Mr. Rohde's opinion.

Our letter of January 28, 1965 requested that your real estate appraisers furnish revised estimates on the bases outlined in that letter. If your appraisers are giving consideration to Item 2 in Mr. Rohde's legal opinion, such amounts should be set out separately in the appraisals or review appraisals, as Federal funds could not participate in such allowances.

Copy to Rohde
2-5-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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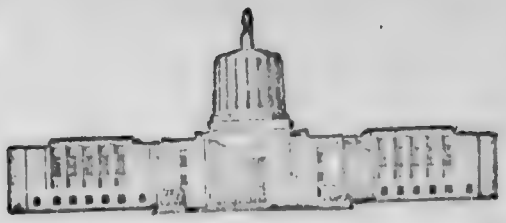
MAR 8 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
March 2, 1965

Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: Mr. J. A. Holmes

Gentlemen:

RE: Application for Permits in
Portland City Streets
East Marquam Interchange Section
Pacific Highway
Multnomah County
Your File 911700/323
O-PD-62-9

This is to confirm telephone conversation the undersigned had with your Messrs. Koberstein and Kendrew of your Portland office on February 26, 1965 concerning this section.

The reconstruction of your tracks necessitated by our proposed construction of the East Marquam Interchange will require many of your new tracks to occupy dedicated city streets. Therefore, it will be necessary to apply for a new franchise or permit from the City of Portland.

So that this may be coordinated with all other phases of the project, the State will make formal application to the City for this permit. However, certain detailed information is needed concerning the track relocations and it is our understanding that you will supply this information to us for inclusion in the permit application.

Inasmuch as this project is scheduled for our bid opening of April 6, 1965, we would appreciate receiving this information at an early date so that we may proceed with our application to the City without delay.

TWL:fp
cc Southern Pacific Co. - Portland
A. W. Parsons
R. L. Porter
P. M. Stephenson
L. P. Shaw
L. H. Young
I. D. Merchant
G. E. Rohde
H. S. Cox
F. B. Klaboe
Dale Sturmer
Jack Hesla

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

MAILED
R. L. PORTER

RECEIVED
MAR 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 3 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(41)3:1

6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
March 2, 1965

Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: Mr. J. A. Holmes

Gentlemen:

RE: Application for Permits in
Portland City Streets
East Marquam Interchange Section
Pacific Highway
Multnomah County
Your File 911700/323
O-PD-62-9

This is to confirm telephone conversation the undersigned had with your Messrs. Koberstein and Kendrew of your Portland office on February 26, 1965 concerning this section.

The reconstruction of your tracks necessitated by our proposed construction of the East Marquam Interchange will require many of your new tracks to occupy dedicated city streets. Therefore, it will be necessary to apply for a new franchise or permit from the City of Portland.

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Inasmuch as this project is scheduled for our bid opening of April 6, 1965, we would appreciate receiving this information at an early date so that we may proceed with our application to the City without delay.

TWL:fp
cc Southern Pacific Co. - Portland
A. W. Parsons
R. L. Porter
P. M. Stephenson
L. P. Shaw
L. H. Young
I. D. Merchant
G. E. Rohde
H. S. Cox
F. B. Klaboe
Dale Sturmer
Jack Hesla

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAR 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
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6576

Salem, Oregon
March 1, 1965

Mr. G. E. Rohde
Mr. D. J. Barbee
Mr. T. W. Litchfield
Mr. H. S. Cox

Attached or handed to you at an earlier date is a copy of a letter over F. B. Klaboe's signature in regard to the East Marquam Interchange.

Mr. Klaboe lists seven items which he feels need immediate attention in view of the possibility that construction can begin in the near future on the East Marquam Interchange.

Will you please see that the items as listed for each person are cared for as promptly as possible. I am placing this on a one-week bring up basis.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper
R. L. Porter

FORM E-30 SOM 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 25, 1965

SUBJECT: East Marquam Interchange

To: Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Here's a list of some of the details that have to be taken care of before we can go ahead with this project using railroad plan P-18903-F of December 10, 1964.

Klabo wants complete taking OK

1. Decide whether or not to take all of Leppaluoto and O'Reilly property or merely a part of Leppaluoto property. It appears to me that we can leave Clay Street open, but that we would have to take all of both properties since the railroad would have to have room to back trucks up to the southwest side of the platform. If we take Leppaluoto, we would completely landlock O'Reilly. Descriptions, etc., have been in your office for many months.

Barbee

Holman will be out by approx. Apr 1.

2. Advise Holman Transfer Company to vacate our building between Clay and Hawthorne Streets. The last I heard on this matter was that Right of Way was negotiating with them to cut the building off on the common right of way line instead of demolishing it all.

Rohde
To Wright

3. At least a portion of Market Street must be vacated to accommodate the new Atlantic-Pacific Shippers' Warehouse.

Cox

4. New tracks will be located in almost all of the streets in the area. Will permits be acquired by the railroad or by us?

Litchfield

5. Structure columns will be placed in many of the streets. An agreement will be needed with the City for this and for utility adjustments, etc.

Cox

6. An agreement with the County for the crossing of the Hawthorne Bridge and its approaches will be needed. - Going to Commission. 3-26-65

Cox

** 5. To be brought before the City as a "do pass" recommendation by Fowler. 3-26-65

NOTED
LLOYD P. SHAW

7. An ordinance will have to be passed allowing construction by the Commission of Public Docks. This will be taken care of as a "thing to be done by the City". Cox

F. B. Klaboe
Metropolitan Engineer

FBK:sh

cc Dale Sturmer

February 26, 1965

AIRMAIL

Mr. H. H.Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Dear Mr. Williamson:

This is in reference to your February 24 letter relative to your employment of an architect in connection with the building requirements on the Portland Traction Company property in Portland.

We have received verbal approval from the Bureau of Public Roads for you to employ the architect mentioned on the basis of cost plus a fixed fee. As soon as arrangements with the architect have been made, the Bureau reserves the right to concur in the final arrangement.

If you have any further questions on this matter, please feel free to call me collect.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPrem
cc Mr. A. W. Kilborn, Portland
bc Bureau of Public Roads
Mr. Forrest Cooper
Mr. Victor D. Wolfe

S-3705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
O. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

February 24, 1965

IN REPLY PLEASE REFER TO

911700/323

0-PD-62-9

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

Thank you for your letter of February 15 in reply to ours of February 9, about the employment of architectural services in connection with building requirements on Portland Traction Company property in Portland.

You have informed us that the Bureau of Public Roads regulations provide for prior approval of the individual and a fee schedule. You have also told us that a further Bureau requirement is that the architectural fee not be based on a percentage of either the estimated or actual cost of the facility.

We are tentatively considering the employment of Mr. Raymond O. Marks, A.I.A., 1131 S.W. King Avenue, Portland 5, Oregon. Will he be satisfactory? In connection with the fee, we understand that it would be satisfactory to draw an agreement for the architectural services on a "cost plus fee" basis. Is this understanding correct?

Yours very truly,

HM Williamson
by

NOTED
R. L. PORTER

RECEIVED
FEB 26 1965
STATE HIGHWAY COMMISSION

RECEIVED
FEB 17 1965
FOR FILING

February 15, 1965

Mr. H. H. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Dear Mr. Williamson:

Re: Your File 911700/323
0-PD-62-9

Reference is made to your February 9 letter having to do with the employment of architectural services in connection with the building rearrangement on Portland Traction Company property in Portland. This is in connection with the proposed construction of Interstate 5 across the tracks and property of said Portland Traction Company.

The employment of a qualified architect has the approval of this Department provided certain Bureau of Public Roads regulations can be followed. The Bureau requests that before an architect is retained the individual have BPR approval and an applicable fee schedule be agreed upon. Also, the Bureau requests that a certificate contained in HM 30-6-4, a copy of which is attached, also be executed. A further Bureau requirement is that the architectural fee shall not be based on a percentage of either the estimated or actual cost of the facility involved.

If the selection of an architect can be made in line with these regulations, it will have the approval of this Department.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
bc/att A. W. Kilborn
Bureau of Public Roads
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

S-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT CHIEF ENGINEER
J. A. HOLM
ASSISTANT CHIEF ENGINEER

February 9, 1965

NOTED
R. L PORTER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

911700/323

0-PD-62-9

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

This is in connection with your project for construction of a portion of Interstate Route 5 across the tracks and property of Portland Traction Company in Portland.

As you know, the rearrangement of the Traction Company's facilities will entail a sizable amount of building work, such as remodeling of existing structures and construction of certain new buildings in replacement for existing buildings to be demolished.

It is presumed that the performance of such building work will be undertaken by contract following competitive bidding. In order to solicit such bids, it will, of course, be necessary that complete plans and specifications for all of the building work be available.

In order to expedite this work as much as possible, we think it would be to our mutual advantage to employ a Portland architect to prepare the required plans and specifications. Southern Pacific does not at this time have forces available to undertake such work, and we think it would be a generally better idea if the work were under the direct supervision of some local architect entirely familiar with the building requirements of the City of Portland.

We, therefore, propose to engage the services of a registered Portland architect under the fee schedule recommended by the

Mr. Forrest Cooper
State Highway Engineer

American Institute of Architects. It is expected that Portland Traction Company would employ the architect directly and include his fees in the billing against the State for the over-all project.

Does this meet with your approval?

Yours very truly,

H M Williamson
R

RECEIVED
OCT
STATE HIGHWAY COMMISSION

FORM E-1237, BSH 8-64

RECEIVED
FEB 10 1965
FOR FILING
I-5-6(11)-1
6516

GLENN E. JACKSON, CHAIRMAN
REDFORD
KENNETH H. FRIELD, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
February 19, 1965

LLO No.

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Adjustment of Portland General Electric Company Facilities
E. Marquam Interchange Section
Pacific Highway - Multnomah County
R/W File No. 28591

Dear Sir:

Herewith you will find the following data pertaining to this section:

(1) Three copies of PGE's letters of February 16 and 17, 1965, and their discussion of betterments dated February 9, 1965.

(2) Three copies of Pacific Northwest Bell's letter dated January 7, 1965, together with their estimate and sketch map covering the re-routing of telephone facilities located on and serving PGE property. (See Sheet 20 of estimate)

(3) Three copies of PGE's estimate of cost for doing the work, dated January 14, 1965, and revised January 28, 1965.

(4) Three copies of PGE's alternate estimate of cost dated February 5, 1965.

(5) Three copies of Drawing No. 8590-C on which they have shown the work to be done.

(6) Three copies each of PGE's Radio Tower Plans, Drawings No. CE 8228, CE 8229 and CE 8024.

Estimate No. 1 shown on Sheets 1 and 2 of the estimate (the circled number in the upper right hand corner is the sheet number) consists of re-routing high voltage cables around Bent CA6. This will not be necessary if the easterly alternate location of the bent isused.

Estimate No. 2 shown on Sheets 3, 4 and 5 includes a partial removal -- the existing poles will be topped leaving the street lights and secondary circuits. The existing primary and 600 volt D. C. circuits are to be removed and re-installed in existing underground conduits.

Estimate 3A consists of the following:

(1) Installation and re-routing of secondary and inter-communication cables to the welding shop and pole yard as shown on Sheets 6 and 7. Both power and communication cables will be installed in the same trench.

Removal costs for these existing facilities are shown on Sheet 13.

(2) Removal of overhead facilities conflicting north of Market Street, east of the PGE garage serving the railroad yard, and immediately south of the PGE garage is covered on Sheet 12.

(3) Re-installation of service to the pole east of the PGE garage serving the railroad yard is shown on Sheet 11. All of the costs for work shown on Sheets 11 and 12 are summarized on Sheet 11.

The salvage value allowed by the company for the existing overhead facilities makes it more economical to have this work done by company forces than by any other method.

(4) Relocation of primary circuit on S.E. Clay Street between S. E. Water Street and the Willamette River.

a. Recommended Method as per PGE's estimate dated January 14, 1965 and revised January 28, 1965. This method consists of installing 15 KV cables in existing ducts from MH No. 448 near the corner of S. E. Clay and S. E. Water Streets to MH No. 393 near Pole No. 370 on S. E. Clay Street near the Willamette River. The remainder of the service to the water front area would be on poles as shown on Drawing No. 8590-C and on Sheet 16. The estimate of costs for this work is shown on Sheets 14 and 15 and salvage is shown on Sheet 16.

b. Alternate Method as per PGE's estimate dated February 5, 1965. This method consists of using the present overhead construction from S. E. Water Street to Pole No. 346. A temporary underground cable will be installed from Pole No. 346 to MH No. 281; thence, in existing conduits to MH No. 393 and Pole No. 370, as shown on Sheet 16. After construction a permanent overhead line would be constructed under the structure from Pole No. 346 to Pole No. 370.

This method is the least desirable as it would be necessary for the contractor to work around pole No. 346 and the overhead primary circuit would be restored within 8 feet of the bottom of the steel bridge girders. We think it inadvisable to deliberately construct anything which would create a hazzard to those who in the future will be working on or around this structure.

As shown on the two estimates, the additional costs of locating these circuits permanently underground would be approximately $900. We recommend the permanent underground method.

Estimate No. 3B, shown on Sheets 17, 18, 19 and 20, consists of rerouting auxiliary underground power, submarine and telephone cables. Sheets 17 and 18 detail the work required to relocate the submarine cable conflicting with the easterly footing of Bent C & D 21, and also the installation of auxiliary underground power from PGE garage to the Radio Tower. Sheet No. 20 is an estimate of cost prepared for PGE by Pacific Northwest Bell Telephone Company for the rerouting of telephone facilities located on and serving PGE property in the conduits installed by PGE, which are detailed on Sheet 19.

Estimate No. 4 provides for a new self-supported steel tower for radio antenna and microwave disk. This estimate is shown on Sheet No. 21. PGE plans to let the construction of this tower to contract, but will make the transfer of equipment from the old to the new tower with their own forces.

Overhead circuits, included in the above estimate, and listed in our letter dated November 5, 1964, a copy of which is in your files, will conflict with the proposed structure or with the contractor's operations in the area. It would be neither economical or safe for the contractor to work in this area with these existing overhead lines in their original position. A practical way of protecting them during

construction would be to install them temporarily underground and then restore them to their approximate original positions after the structures have been completed. This would be more expensive, except as discussed under Estimate 3A(4) of this letter, and less desirable than permanently relocating underground as planned.

The lines relocated underground replace existing facilities and since any betterment which might be construed to exist from placing these lines underground is necessitated by this project, no betterment credit is necessary. The company's discussion on betterment has been reviewed by our Bridge and Traffic Divisions. The Bridge Division has reviewed the reasons relative to the maintenance of the Radio Tower and the Traffic Division has reviewed the conversions of overhead to underground circuits. They agree the allegations made by PGE are correct. Re-routing secondary power facilities from Station L to the welding shop and pole yard is no more an independent segment than a drop line serving a ranch and, therefore, the State should receive no extended service life credit for this facility.

It should be pointed out that this estimate does not include an estimate for the adjustment of PGE's underground steam, water, and drain pipes as detailed in our letter to PGE dated November 5, 1964. As stated in the conference in your office on January 21, 1965, PGE does not know the location or extent of their underground facilities of this nature, since they were installed many years ago before accurate records were kept, and we all agreed to handle the adjustments as follows:

- Our inspector on the project will note in his daily diary when facilities are encountered which are not included in the estimate and note the material and labor necessary to complete the adjustments. He will also make a sketch of how the adjustment was handled. Then, when all the work is completed PGE will prepare a separate bill for all work not included in the original estimate. With the aid of these diaries we will be able to audit PGE's bill prior to final payment. This procedure was reviewed and approved by Mr. L. R. Backlund on November 4, 1964. It is further agreed that any individual adjustment of this nature estimated to cost less than $1,000 will not require prior Bureau of Public Roads approval.

We request approval for use of the contract method as follows:

1. The installation of telephone facilities by Pacific Northwest Bell Telephone Company.

2. Construction of the Radio Tower.

3. Adjustment of underground steam, water and drain pipes as determined to be necessary during construction.

Your approval of the company's estimate of cost dated January 14, 1965, revised January 28, 1965, and authorization to proceed with the work as outlined above is requested. The approved estimate and drawings will comprise Exhibit "D" of our proposed agreement and permit of entry with PGE. We will not include this exhibit as a part of this agreement until we have received your approval. The permit of entry is in its final form, complete except for Exhibit "D", and is now being reviewed by PGE. Your early attention is requested to this matter so that PGE and the State may execute the permit of entry. PGE will not proceed with the adjustment of their facilities until your approval is received and the permit of entry is signed.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:TWL:bjm
encs.

cc: L. P. Shaw
G. E. Rohde
W. T. Wright

FORM E-123X 50M 2-63

RECEIVED
FEB 18 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(111)2-01
6526

R L Porter

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
February 16, 1965

NOTED
R. L. PORTER

Mr. Jarvis B. Black
Phillips, Coughlin, Buell & Phillips
Attorneys at Law
Electric Building
Portland, Oregon 97205

Re: File No. 28591 - PGE
Russell St.-Curry St. Section
Pacific Highway
Multnomah County

Dear Mr. Black:

Enclosed please find in duplicate and final form the Permit of Entry, Agreement, Easement and two Exhibit sketches which, when combined with the estimate of relocating PGE's utility facilities, called Exhibit "D," will constitute the complete form of the Permit of Entry. Bureau of Public Roads approval has been received for the proposed permit, agreement and easement.

Your draft of the Permit of Entry submitted to me by letter of January 5, 1965, has been adopted. The enclosed form is your draft with the requested acceptance by the Commission being the only differences.

The last draft submitted to you contained the changes in the Agreement and Easement requested by PGE to put these instruments into final form. No other changes have been made to the forms enclosed herewith.

I understand that you were present at the most recent meeting attended by Mr. Litchfield of this Department, engineers from PGE Company, and officials of the Bureau of Public Roads to discuss Exhibit "D" of the agreement. Mr. Litchfield informs me that the items to be covered in Exhibit "D" have been listed, and forwarded to him by Mr. Caldwell. Mr. Litchfield is in complete agreement with all items and the list is now in the hands of the Bureau of Public Roads for their review and approval. Upon favorable action by the Bureau, the list will be returned to you for incorporation in the permit instrument.

I am forwarding the basic instrument to you for your early review so that upon receipt of Exhibit "D," you will be in a position to have the instrument signed by the proper officials of the PGE Company. The permit was approved by the Highway Commission at its meeting on January 27, 1965.

I wish to express my thanks to you for your efforts in arranging for this Permit of Entry. We hope to advertise this project for contract in April.

Very truly yours,

G. E. RONDE
Chief Counsel

GER:ALR:al
enclosures

cc: R. L. Porter
L. P. Shaw
Fred Klaboe
F. D. Morgan
W. T. Wright

RECEIVED
FEB 15 1965
FOR FILING

I-5-6(41)301
576

477 Cottage Street NE.
Salem, Oregon 97301

February 5, 1965

08-35.7/410.3

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-6(14)301 - East Marquam Interchange
Parcel 28591, Portland General Electric Company

Assistant Right of Way Engineer D. H. Moehring's letter of February 1, 1965 indicates that Item 8 on page 6 of the proposed easement with Portland General Electric Company would allow the State to raise an objection to any building use that is not compatible with the overhead structure. It is our understanding that under Item 8 you will approve in writing any changes in the uses to be made in the easement area. With this understanding, we approve the easement as originally submitted by Mr. Moehring's January 13, 1965 letter.

NOTED
LLOYD P. SHAW

Original To Wright
Copy Morgan
Young
2-15-65

RECEIVED
FEB 10 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Lloyd P Shaw

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 1, 1965

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Project No. I-5-C(14)301
File No. 28591 - PGE
East Marquam Interchange Sec.
Pacific Highway
Multnomah County

Dear Sir:

This will acknowledge your letter dated January 20, 1965, concerning the Permit of Entry on the Portland General Electric Company property in the East Marquam Interchange area.

This afternoon I discussed with Mr. Mathias the objections to the easement language which you mentioned in the second paragraph of your January 20 letter. The language in paragraph three on page five of the easement instrument which concerns new buildings is sufficiently restrictive for our needs as it refers to the Oregon Master Schedule System of the Oregon Insurance Rating Bureau. This requirement along with the vertical limitation for construction are the only bases for the control of improvement construction which might be undertaken by the Portland General Electric Company. We actually have no other basis for declining to approve construction of building improvements contemplated by the Electric Company.

On page six of the easement instrument under item eight, we have covered the use which is to be made of the buildings and facilities within the easement area. This item, I feel, is very important in that the building use is, after all, the item which would raise an objection on our part rather than the manner of of construction of the improvement, provided that the improvement meets the requirements of the Oregon Insurance Rating Bureau.

These matters have been taken into account by our attorneys in the preparation of the easement instrument and further more, the engineering forces of the Oregon Division of the Bureau were in attendance at the various meetings which were held between the State and the Electric Company when the various items were discussed and hammered out point by point. If we were required to change the agreement proposal as it now stands, it will require that we start

NOTED
LLOYD P. SHAW

over in our negotiations with the Electric Company.

Your concurrence in the Permit of Entry as it now stands is again requested.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:go

cc - Lloyd F. Shaw
L. H. Young
G. E. Rohde
M. R. Mitchell

RECEIVED
FEB 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 - 1965
FOR FILING
9-5-1(41)321
6526

January 29, 1965

Mr. S. M. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: Mr. T. H. Kruttschnitt, Jr.

Dear Sir:

Reference is made to the negotiation with your company covering an easement for Interstate Route 5 across the yards of the Portland Traction Company in Portland. We have now received approval from the Bureau of Public Roads on the plans which you submitted December 10, 1964, your Portland-Shasta Division Drawing P-18993-F, dated October 22, 1964.

We have not as yet been able to secure Federal approval of a value to be tendered to Portland Traction Company for the required highway easement. The Bureau of Public Roads has requested that this Department obtain further information from its appraisers and before doing so, it is necessary that we agree upon the terms of the necessary easement for the highway facilities.

Enclosed for your consideration is one copy each of pages 1, 5 and 6 of a type of easement that is satisfactory to this Department and to the BPR that has recently been agreed upon between the adjacent property owner (Portland General Electric Company) and the Highway Department. If the language contained therein is satisfactory to your company, we would appreciate being so advised. If it is not, will you please advise us as to the type of conveyance that is satisfactory to the railroad company.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe
Mr. C. E. Rohde

RLP:ms
enc.
cc/enc. Mr. A. W. Kilborn

ALR:ks
8/8/63

File R-28591

E A S E M E N T

KNOW ALL MEN BY THESE PRESENTS, that for and in consideration of the sum of Ten and No/100ths ($10.00) Dollars and other good and valuable consideration, receipt of which is hereby acknowledged, PORTLAND GENERAL ELECTRIC COMPANY, an Oregon corporation, hereinafter called "Grantor," has granted and by these presents does grant unto the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "Grantee," easements of the nature and at the locations as hereinafter set forth and described for the construction, operation, inspection, maintenance and reconstruction of the Pacific Highway over, upon and across the following-described real property of Grantor. Said easements are described as follows:

I. A perpetual and exclusive easement for elevated highway structures and supporting bents over, upon and across the following-described parcels of real property:

Parcel No. 1

A parcel of land lying in the SE 1/4 of Section 3, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, the said parcel being a strip of land extending from the South line of East Market Street (30 feet in width) to the East Harbor line of the Willamette River; said strip of land being 90 feet in width, 45 feet lying on each side of the center line of the South bound lane of the relocated Pacific Highway which South bound lane center line is referred to as the "C" center line and described as follows:

Beginning at Engineer's center line Station "C" 443+09.07; said Station being 1242.61 feet North and 1718.91 feet West of the intersection of the center line of S. E. Grand Avenue with the center line of S. E. Harrison Street; thence on a spiral curve left (the long chord of which bears South 27° 30' 17" East) 196.67 feet; thence South 29° 28' 17" East, 0.38 feet; thence on a spiral curve right (the long chord of which bears South 26° 38' 17" East) 200 feet; thence on a 674.07 foot radius curve right (the long chord of which bears South 10° 44' 21.5" West) 746.13 feet; thence on a spiral curve right (the long chord of which bears South 48° 07' West) 200 feet to Station "C" 456+52.25; said center line crosses said South line of East Market Street and the East Harbor line of the Willamette River approximately at Stations "C" 447+75 and "C" 453+85, respectively.

ALSO that portion of said SE 1/4 lying Easterly of the heretofore described strip of land lying Southerly of East Market Street (30 feet in width) and lying Westerly of a line which is parallel to and 45 feet Easterly of the center line of the North bound lane of the relocated Pacific Highway, which North bound lane center line is referred to as the "D" center line

Exhibit C

ALR:lb
9-28-64

RESERVING, however, unto Grantor, its successors, legal representatives and assigns, the following-described rights in said perpetual and exclusive easement area described in paragraph I above and hereinafter referred to as "exclusive easement area":

1. The garage building, radio shop, machine shop and welding shop may remain in place within the exclusive easement area and continue to be used in the operations of Grantor as presently conducted.

2. Reconstruction and alteration of and additions to the garage building, radio shop, machine shop and welding shop within the easement area may be carried out only after first securing written approval of the plans and specifications therefor by Grantee.

3. New buildings may be constructed within the exclusive easement area provided that said buildings meet the requirements of Class A Fire Resistive Buildings as defined in the Oregon Master Schedule System of the Oregon Insurance Rating Bureau.

4. Overhead and underground electric circuits, water, oil, gas, steam, air, sewer and drainage lines and other such facilities required in the operations of Grantor, as they are presently located or as they are relocated in order to conform with the construction of the highway structures, may be operated, maintained, altered and reconstructed by Grantor within the exclusive easement area and additional such facilities may be constructed, operated, maintained and reconstructed within said exclusive easement area; provided that all applicable state and federal safety regulations are complied with. Grantee shall be notified of the location of the additional facilities.

5. Access may be had across the exclusive easement area to serve Grantor's property on each side of the exclusive easement area and such other use, when in the normal operations of Grantor, may be made of the exclusive easement area which is not inconsistent herewith.

In exercising the above-reserved rights and in conducting its operations on the exclusive easement area, Grantor, its successors, legal representatives and assigns, agrees to be bound by the following restrictions:

1. No inflammable, volatile or explosive substance shall be manufactured, stored or held within the exclusive easement area or in the buildings or vehicles located thereon, excepting any of such substances and quantities thereof which are normally used in the garage

building, welding shop and machine shop and parked vehicles within the exclusive easement area as of the date of this instrument; and further excepting any of such substances which are stored in the radio shop when stored in containers and quantities which comply with all laws and regulations applicable thereto.

2. No building, facility or activity shall extend above a plane which is 8 feet below the underside of said highway structures.

3. No access shall be permitted to or from the highway structures and Grantor's property.

4. No advertising signs, displays or devices, except those indicating ownership, shall be placed on the exclusive easement area in such a manner as to be visible from the highway structures unless approved by Grantee.

5. A clear area of at least three feet shall be maintained at all times around each of the bents of said highway structures on the exclusive easement area.

6. No hazardous or unreasonably objectionable smoke, fumes, vapor or odors shall be permitted to emanate from the exclusive easement area and to rise above the grade lines of the highway structures.

7. Grantor shall comply with all reasonable regulations imposed by Grantee to protect against fire and other hazards which would impair the use and safety of said highway structures.

8. No change from the uses presently being made of the buildings, facilities and area within the exclusive easement area which would result in an increased hazard to the highway structures shall be permitted without first securing the written approval of Grantee.

9. All buildings, equipment, materials, vehicles and facilities located within the exclusive easement area shall be subject to inspection by Grantee at all reasonable times to insure compliance with the provisions hereof.

TO HAVE AND TO HOLD said easements and rights above described unto the STATE OF OREGON, by and through its State Highway Commission, its successors and assigns, forever.

And Grantor does hereby covenant to and with Grantee that Grantor is the owner in fee simple of the property over which the above-described easements lie free and clear of all encumbrances, except a mortgage to The Marine Midland Trust Company of New York, including supplements thereof, which mortgage Grantor will have released of record as to the exclusive easement area within a reasonable time after the execution of this instrument; that it has a legal and valid right to execute this instrument, and that Grantor, its successors and assigns, will warrant and defend these easements from all lawful claims whatsoever.

RECEIVED
OCT 11 1966
ENGINEERING
I-5-6(11)369
A. W. KILBORN
SUPERINTENDENT

Southern Pacific Company

UNION STATION, PORTLAND, OREGON 97209

IN REPLY PLEASE REFER TO

January 28, 1965

PT-322
O-PD-62-9

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

Referring to your recent telephone conversation with Mr. E. A. Kendrew of our Engineering Department relative to the proposed changes of Portland Traction Company facilities for construction of the east approaches to Marquam Bridge.

Attached are four prints of Oregon Division drawing P-18903-F, drawn Aug. 3, 1964, revised Oct. 22, 1964 and redrawn Dec. 10, 1964.

Yours truly,

A W Kilborn

NOTED & FILED

RECEIVED

Form CD-127 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 28, 1965

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(14)301
East Marquam Interchange - Portland Traction Co.

We concur in your proposal to relocate Portland Traction's facilities on the basis of Southern Pacific's Drawing P-18903-F, with Federal participation on the following basis:

1. Atlantic & Pacific Shipper's warehouse and Portland Traction's office building qualify for relocation under the provisions of PPM 30-3.

2. The cost to adjust the Flynn Forwarding Company (remainder of the existing P & A warehouse) and the Pioneer Carloading Company is eligible under the provisions of PPM 21-4.1. This should not present a problem, as the Wyer, Dick report indicates the cost to adjust these buildings is less than their depreciated value.

3. The relocation of the railroad's trackage and remaining facilities would qualify under the provisions of PPM 30-3.

In order that construction of the East Marquam Bridge Ramps can be initiated, we suggest that every effort be made to negotiate an interim agreement with Portland Traction that would provide for adjustment of their facilities as set forth on Southern Pacific's Drawing P-18903-F. This would allow early readjustment of the railroad's facilities and give you a permit of entry to start construction of the bridge approaches. Such an agreement should include the estimated cost of such adjustment and provide for payment therefor, but would leave open for future negotiation the question of compensation for the easement area. After the interim agreement is fully executed progress payments can be obtained. The Traction Company should be advised that they will be permitted to construct new buildings in the easement area on the same basis as your present agreement with Portland General Electric Company. Execution of an interim agreement would allow time to resolve the legal questions presented by Chief Counsel Rohde's opinion of January 2, 1965.

We can not commit Federal funds to participate in the monetary offer for the easement as proposed in Mr. Porter's January 22, 1965 letter for the reasons outlined below. The real estate appraisers should be requested to furnish a revised estimate on the following basis:

NOTED L PORTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

1. Real estate appraisals should be revised on the basis of Southern Pacific's Drawing P-18903-F.

2. Real estate appraisals should be revised on the basis that certain existing building improvements will be allowed to remain in the easement area. The real estate appraisers should not estimate the cost of adjusting or relocating building improvements, as this task has been performed by your consultants.

3. Real estate appraisals should be revised on the basis that the Traction Company, in addition to being allowed to use the easement area for trackage and parking, will be permitted use of the area for storage or building new buildings on the same basis as your proposed agreement with Portland General Electric.

4. The real estate appraisal estimates allowed heavy damages to the easement area, and in addition, damages of 50% to large areas of the remaining property. These estimates evidently gave great weight to valuation on the basis that the highest and best use of the property was for industrial and warehousing purposes. We recognize the need to estimate land value on the basis of sales of such comparatives, as sales of railroads were not available. However, we believe the highest and best use of most of the property is for railroad trackage facilities. This is evidenced by the fact that parcels such as Tax Lots 6, 7, and 8 are almost completely devoted to yard trackage before the taking and are not available or adaptable to industrial or warehouse usage without major adjustments. Furthermore the present proposed plan calls for reconstituting this railroad trackage for operating purposes. If our interpretation of the consultant's reports is correct the reconstituted rail facilities will make the railroad whole from an operational and functional standpoint. The present real estate appraisal data does not support high damage allowances when consideration is given to planned reconstitution of rail facilities.

Therefore, we request reconsideration of the value estimates based on the highest and best use of these areas being railroad trackage facilities. Consideration should be given to the fact that the railroad's facilities are to be reconstituted and will be made whole from a functional and operational standpoint.

Reconsideration on this basis should contain supporting data and/or an explanation from the consultants and appraisers for any damages allowed to the easement area and remaining lands adjoining our taking.

Due to urgency of this problem we stand ready to meet with your appraisal staff, consultants, or appraisers if this would in any way expedite the matter.

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1965

To: Mr. Floyd Query
Secretary

SUBJECT: Portland General Electric Co.
R-28591
N.O.A. Item
COMMISSION MEETING
January 27, 1965

[Building

Would you please have your records show the presentation by the Chief Counsel of the following N.O.A. item at the January 27, Commission meeting:

> Consider Permit of Entry proposed by Portland General Electric Company to go upon its property needed for the easterly terminus of the Marquam Bridge on the Pacific Highway. (File R-28591)

With respect to this matter the Chief Counsel explained that the terms of an agreement relative to relocation of PGE facilities, the form and terms of the easement for overcrossing their property has been reached by the PGE and State Highway Commission. The only item remaining undetermined is the compensation to be paid for the easement. This figure is still under negotiation. Under the Permit of Entry negotiations will continue as to such compensation until such time as it is determined that no mutually satisfactory figure can be reached at which time the State Highway Commission will commence condemnation proceedings.

The form of the agreement and easement, according to the Chief Counsel, has been submitted to the Bureau of Public Roads who have agreed to its form and content except for certain provisions with respect to the company securing written approval of plans and specifications from the State before commencing any building on the easement area. It is felt this can be worked out to the mutual arrangement of all concerned. The Commission approved the Permit of Entry under the conditions as explained.

G. E. ROHDE
Chief Counsel

NOTED
FLOYD QUERY

GER:hg

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A-5.6(41)301
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January 22, 1965

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

Attached are three copies of the requested legal opinion relative to the proposed acquisition from the Portland Traction Company of an easement to cover the East Marquam Bridge Interchange on Interstate Route 5. Also attached are three copies of the appraisal review.

Based on this information, it appears that we should propose the amount of $190,000 to the Portland Traction Company and we request your early concurrence in this proposition.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPrms
att.

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe
Mr. G. E. Rohde

FORM E-30 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1965

SUBJECT: File No. 28365
Portland Traction Railroad

To: Mr. R. L. Porter
Deputy State Highway Engineer

L B u i l d i n g

I have for reply your request for a legal opinion with respect to the just compensation due the above railroad company, based on the State's acquisition of a right of way easement across the company's property.

I have read the Bureau of Public Road's letter on this subject, dated December 21, 1964, and have also reviewed the opinion written by Leonard Pearlman.

First of all, I would like to mention that it is the facts of each case which make the law. As fact situations change, so does the applicable law.

To the best of my memory, the facts available to Mr. Pearlman when he wrote his opinion were as follows. The Highway Department, in constructing the East Bank Freeway, found it necessary to build a structure over the Union Pacific Railroad right of way. The railroad right of way consisted of several operating mainline tracks, located generally due north and south, with very little if any excess land abutting them. In that instance, therefore, only usable railroad right of way was being crossed by a highway structure. Union Pacific was not claiming that they would not have full use of their property upon completion of the project, in the same manner as before, but rather that in addition to relocation costs they were entitled to damages for an air easement and, in particular, the loss of air, light and view caused by the structure.

Based on the above fact situation, Mr. Pearlman's opinion is completely correct. You will note, however, that Mr. Pearlman directly mentions in his opinion that a different situation might exist if an overcrossing were constructed over other types of railroad property, such as unused property on which there were no tracks, depot grounds or freight yards.

The fact situation in the Portland Traction acquisition is entirely different than the crossing involved in Mr. Pearlman's opinion.

The Portland Traction Company owns a large tract of platted land, consisting of approximately 10.60 acres in a commercial and industrial zone in Portland. This is not just a narrow railroad right of way. The State's easement will cover 3.69 acres, or almost one-third of the railroad property. In addition to storage and mainline tracks on the property, certain areas are suitable and usable for commercial or industrial use. Buildings could be constructed for either commercial or industrial purposes if the company so desired. We have, therefore, a railroad property that is not only devoted to terminal yard tracks, but can likewise be devoted to commercial and industrial use.

According to the adopted plans approved by the Bureau of Public Roads, when the Highway Department builds its structure, certain buildings of Portland Traction will have to be moved from their existing locations to new and presently unoccupied locations. These buildings will then be occupying what was previously open and usable land that Portland Traction could have devoted to purposes other than railroad tracks. If the company had to purchase other lands on which to place their relocated buildings, there is no question that they would have had to pay industrial or commercial prices. Further, under the above plan, after the highway structure is built, no new buildings can be constructed under the structure or within any portion of the State's 3.69 acre easement.

After the State's acquisition, the only joint use the railroad can make of the State's easement area is that trains and motor vehicles may pass under the structure or park in the easement area. These limitations on the railroad's rights to presently use, or use in the future, its property in any manner it may desire to increase the company's income, is certainly a taking over and beyond a mere relocation of its tracks. In my opinion, so long as the railroad operates to the satisfaction of the Oregon Public Utility Commissioner, they can use their present property for any purpose they desire, railroad or otherwise.

From the above I believe you can see that in this case we are, by easement, limiting Portland Traction's property rights in its lands, notwithstanding the fact that

the railroad tracks themselves will be relocated to a usable location. In the Union Pacific case mentioned by Mr. Pearlman, this was not the case.

It is true that there are many so-called "railroad court decisions" which hold that a railroad right of way is a public use and so long as a railroad line can be relocated and made usable, that any other damages over and above relocation costs should be nominal. Most of these are old cases and generally involve a highway crossing mainline operating tracks, rather than other lands owned by railroads, such as excess or unused lands, depots, freight yards or industrial parks, nor do they involve a restrictive easement as in this case. It should be mentioned that since many of these decisions, the courts have taken a new lock at the law involving easement rights in air space and the damaging or taking of land beneath them. In Thornburg vs. Port of Portland, 233 Or. 178 (1963), 376 P.2d 100, the Oregon Supreme Court, based on a decision in a similar case decided by the U. S. Supreme Court (Griggs vs. Allegheny County, 7 L.Ed.2d 585), held that when aircraft crossed private property, if there was substantial interference with the use of land located below an aircraft approach pattern to a governmental-owned airport, there was a taking of property for which just compensation must be paid.

In U. S. vs. 27.7 Acres of Land, 214 F.Supp. 707 (1963), a U. S. District Court held that when railroad property was taken, the railroad was entitled to recover the market value of the property taken, together with damages for the depreciation of the remainder of the railroad property. In addition, the Supreme Court of California in City of Long Beach vs. Pacific Electric Railroad Co., 282 P.2d 1036 (1955), held that a railroad could use its lands for commercial purposes, and when such lands were taken by the public for highway purposes the railroad was entitled to more than nominal damage.

In conclusion, therefore, it appears that when a highway merely crosses a railroad right of way devoted to trackage and no restriction is placed on the future use by the railroad of its property, other than the physical overhead occupation of the railroad's right of way by the structure which in no way interferes with the railroad's use of its property, the railroad is not entitled to more than a nominal damage, plus relocation costs. However, if the highway crosses land owned by a railroad which is being used or available for use not only for trackage but for industrial or commercial uses, the railroad, in addition to relocation costs, should be entitled to damages for the easement taken in the amount of the depreciation in value of that portion of its property which it can no longer use, or which is limited in its use.

Based on the above, it is my opinion that in this particular case, in addition to relocation costs, Portland Traction Company is entitled to the following as just compensation: (1) the market value of the land actually taken and used by the highway structure; (2) the diminution in the value of the land within the highway easement, and upon which we have placed a limitation upon the future use by the railroad; (3) the fair market value of the formerly unused ground areas on which the buildings must be relocated, since, if this unused land area had not been available on railroad property, it would have been necessary to substitute land in the immediate vicinity, at market value, in a commercial and industrial area; and (4) any severance damage to the railroad's remaining property which may necessarily result from the taking of the easement by the State.

It is also my opinion that in the event the relocation plan for the railroad results in any benefits to the railroad in its use of its property, such as making available additional property by reason of the removal and relocation of existing tracks, then such benefits can be considered in offsetting any severance damages.

For your information, Mr. Carl Smith is presently completing his review of the real estate appraisals which were forwarded to us by the consulting engineers retained on the project. We have consulted with Mr. Smith and are confident his review will be in accordance with this opinion.

G. E. ROHDE
Chief Counsel

GER:ks

FORM E-20 90M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1965

To: MEMO TO THE FILE

SUBJECT: Supervisor's Review
File No. 28365 - Portland Traction Company
East Bank Freeway Section
Pacific Highway
Multnomah County

The following review is made by extracting values from the appraisals of Burnett and Draper, which were presented through the engineering firms, and bringing them into play in keeping with the legal opinion written especially for this property.

This review assumes (a) that all amounts required for the readjustment of tracts and buildings are as shown on Southern Pacific Company Map P-18903-F; (b) that taking and remainder areas are as shown in the Burnett appraisal and are known to be in keeping with the l. written description; (c) land values before the taking are substan lly as in the Burnett appraisals; (d) that the areas within the easem limits can be used only for the operating of the railroad and for vehicular parking; (e) that no buildings may be constructed within the easement areas; (f) that the Pacific and Atlantic Shippers Building will be cut off as indicated on the Southern Pacific Company Map and that the remaining portion of the building is to be occupied by Fi Forwarding Company; (g) that the Pioneer Building will be cut off the right of way line and that 10 feet 6 inches will be added to the westerly end of the building; (h) that the main office will be re-built in the northeasterly portion of Block 2. This area has been used for parking of autos belonging to the salesmen and managers operating in the Portland Traction Company Transit Buildings; (i) that the dock on Block 19 will be removed; (j) that the Pacific and Atlantic Building will be rebuilt on Block 19 and a small portion of Tax Lot (8); (k) that the value used for pier locations is absorbed into the method of calcu- ting damages and therefore will not appear as a separate item.

.LUATION OF THE TAKING:

In order to demonstrate the value remaining in the easement area, the market value of these particular areas is assigned as a before value based upon the premise that value comes from use. An amount representing the remaining value is based upon the areas available and require for parking and railroad track usage. These areas are evaluated at the market value and this amount considered to be after value. The after value is then deducted from the before value, the result being the loss of value in the area within the easement.

In instances where the relocation of buildings is made upon other lands owned by Portland Traction Company, the market value of such lands is to be included as a payment by the Highway Department.

TAKING CONSIST OF:

1. Block 2 (50,530 Sq.Ft. in easement area)

Before - 50,530 Sq.Ft. @ $2.00			$101,060
After - land use is restricted to railroad trackage use and parking with automotive and truck passage under ramps. For this usage the following is to be charged back to Portland Traction Company:			
a. R/W for tracks, 800 lineal ft. X 15 feet = 12,000 sq.ft. @ $2	$24,000		
b. 5,000 sq.ft. parking space @ $2	10,000		
		- 34,000	$
Cost of Restrictions in Block 2			67,060
c. Land for new office building 50x65,=3,250 sq.ft. @ $2			6,500
d. Land for extension of Pioneer Building 10.5x40 = 451 sq.ft.@ $2			900

2. Block 19 (No Taking)

a. Land for relocation of Pacific and Atlantic Building, 18,560 sq.ft. @ $2			39,120
b. Elevated docks removed to make room for Pacific and Atlantic Building (Draper's appraisal supported with Camplan Cost Est.)			8,000

3. Tax Lot (7 & 8)

100,088 sq. ft. in the easement area before the taking @ $1		$100,088	
The easement area after the taking is impractical for parking because it is in the yard area of the railroad and would thus be hazardous. 15,600 sq.ft. is allocated for the track needs. Hence, 15,600 sq.ft. @ $1		-15,600	
For easement restrictions			84,488

4. Tax Lot (6)

10,019 sq.ft. in the easement area @ $1	$ 10,019	
As in Tax Lot (7 & 8), area is no good for parking. The area for track requires 3,500 sq.ft. @ $1	-3,500	
		$ 6,519
Total damages by taking		$ 212,587

Benefits:

Adjacent to PGE, tracks and docks are removed on 25,500 sq. ft. of land making it possible or this area to be placed in full productive use. 5,400 sq.ft. of the area is under ramp but can be utilized for parking. At 50¢ per sq.ft. for 25,500 sq.ft., Portland Traction Company is benefitted	12,250
Loading platform 175 feet west of Holman Transfer Track, 120' X 15' = 1800 sq.ft. Platform, 70' X 50' = 3500 sq.ft. Total 5300 sq.ft. @ $2	10,600
All other areas under ramps are cluttered with tracks to the extent that they are not suitable for parking space and not needed for tracks; hence, no use can be made of them.	
Total Benefits	22,850
Just Compensation	189,737
(Rounded)	190,000

CARL E. SMITH
Appraisal Supervisor

CES:mc

cc: G. E. Rohde

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6576

Salem, Oregon
January 21, 1965

Mr. C. E. Bohde
Chief Counsel

BUILDING

Reference is made to your January 11 letter relating to the Permit of Entry on File No. 28591, Portland General Electric Company, East Marquam Interchange Section of the East Bank Freeway.

I have reviewed the entry permit and discussed it briefly with Mr. Cooper. It has the approval of this office.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

FORM E-20 50M 12-63 84678

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1965

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: File No. 28591
Portland General Electric Co.
East Marquam Interchange Section
East Bank Freeway
Permit of Entry

BUILDING

Attached please find a copy of a Permit of Entry form on subject file which is acceptable to P.G.E. and to us from a legal standpoint. The exhibits attached form the basis of the obligations and rights of both P.G.E. and the State. The only thing still incomplete at this time, if the attached meets your approval, is the exhibit setting forth the utility relocations P.G.E. must accomplish to accommodate the highway facility. This is being worked on presently, as I understand, by Mr. Litchfield.

P.G.E. has asked that the Commission's acceptance and approval be given to the Permit of Entry. However, any entry pursuant to the attached will commit the State even without formal Commission acceptance.

Failing a satisfactory settlement, condemnation will be started. Again the attached will limit the issues of the case to the amount of the consideration to be paid for the easement of the State across P.G.E. We would be limited, as would they, to just what is set forth in the attached exhibits.

Upon receiving your approval we will immediately proceed with concluding the Permit of Entry after receipt of the utility relocation matters necessary for Exhibit "D".

In reviewing the file to determine that approval of all concerned to the form and content of the agreement itself, I find that our proposal to acquire an "exclusive easement area" was considered and approved by the Administrator of the Bureau of Public Roads. (See Mr. Parson's letter to Mr. Cooper 5/31/63) Nowhere in the file, however, do I find an approval of the terms of the agreement and easement in the form now being considered. I am, therefore, forwarding, by a copy of this letter to Mr. Parsons, one copy of each of the attachments hereto for review and approval prior to proceeding

NOTED
R L PORTER

further with the Permit of Entry. In view of the urgency I trust Mr. Parson's office will make its review a priority matter.

G. E. ROHDE
Chief Counsel

GER:hg

Attachments
CC - Mr. A. W. Parsons
Mr. Lloyd Shaw
Mr. W. T. Wright

STATE

PERMIT OF ENTRY

WHEREAS, Portland General Electric Company, hereinafter called "Company", and the State of Oregon, by and through its State Highway Commission, hereinafter called "State", have been negotiating for a considerable time for the construction by State of the East Marquam Interchange Unit of the Pacific Highway over the Station L property of Company; and

WHEREAS, to accomplish the highway construction and necessary work with relation thereto, Company and State have reached agreement on the terms and provisions controlling the proposed construction as more specifically set forth in the attached Agreement and Easement marked Exhibit E and C respectively. The only matter yet to be agreed upon is the consideration to be paid to Company by State; and

WHEREAS, in order to allow the highway construction to proceed without delay while continuing negotiations to arrive at the amount of consideration to be paid, Company is willing to allow entry to State and its contractors in accordance with the terms of the attached Exhibits C and E while negotiations as to the consideration continue.

NOW, THEREFORE, Company hereby grants to State and its contractors permission to enter upon the real property of Company on the easements described and for the purposes set forth in the attached Easement, marked Exhibit C and by this reference made a part hereof, and Company agrees to undertake and fulfill its obliga-

tions under the provisions of the attached Agreement, marked Exhibit E and by this reference made a part hereof, together with the specific items of work to be performed by Company in adjusting its facilities which items of work are listed on Exhibit D of said attached Agreement.

Company grants the above on condition that State perform its obligations as set forth in the Agreement of the attached Exhibit E and that State and Company will continue negotiations until it appears either to Company or State that further negotiations are fruitless toward determining the consideration to be paid by State to Company for the attached Easement, marked Exhibit C. In the event such negotiations fail it is understood State will immediately commence eminent domain proceedings to acquire said easement, and the only matter to be adjudicated is the amount to be paid to Company by State.

This Permit of Entry shall be binding upon Company, its successors, legal representatives and assigns, and wherever the terms hereof require, upon the lessees, licensees and permittees of Company.

IN WITNESS WHEREOF, Company has caused this Permit to be executed by its officers thereunto duly authorized this ____ day of _____, 196__.

PORTLAND GENERAL ELECTRIC COMPANY

By:_____
P R E S I D E N T

O.J.

Attest:_____
S E C R E T A R Y

ALR:lb
9-25-64

File No. R-28591

A G R E E M E N T

THIS AGREEMENT, made this _____ day of _____, 1964, by and between the PORTLAND GENERAL ELECTRIC COMPANY, an Oregon Corporation, hereinafter called "Company," and the STATE OF OREGON, acting by and through its State Highway Commission, hereinafter called "State";

RECITALS:

1. Pursuant to ORS 374.015, State plans to construct the East Marquam Interchange Unit of the Russell Street-Curry Street Section of the Pacific Highway, State Primary Highway No. 1, Interstate Highway No. 5, in the City of Portland, County of Multnomah and State of Oregon, as a throughway as that term is defined in ORS 374.010.

2. Company is the owner of certain real property in the City of Portland which is used in the operations of Company as an electric utility company. It will be necessary to use a portion of said real property as right of way for said East Marquam Interchange Unit.

3. Attached hereto, marked Exhibits "A" and "B" and by this reference made a part hereof, are two Oregon State Highway Department drawings numbered 20290 and 8590-AA, respectively, setting forth the proposed plans of State to construct said East Marquam Interchange Unit over said real property of Company by the use of elevated highway structures together with the other related work in connection with said East Marquam Interchange Unit. Hereinafter all acts necessary to effectively accomplish this end shall be referred to as "project". Said elevated highway structures which are to be constructed as a portion of said project shall be referred to as "structures". Said structures are to be constructed upon certain real property of Company as shown outlined in blue on the attached Exhibit "A" and which is hereinafter referred to as "exclusive easement area."

4. For the purpose of furthering the development of a highway system adapted in all particulars to the needs of the people of the State of Oregon and to secure the necessary easements from Company for said project, State and Company plan and propose to enter into this agreement to provide for the construction of the project over, upon and across said real property of Company. To accomplish this, Company will grant certain easements as described in the EASEMENT attached hereto marked Exhibit "C" and by this reference made a part hereof, and Company will perform certain work involving its facilities in order to accommodate the construction of said structures and other work of the project as proposed herein.

Exhibit E

AIR:jr
12-2-64

5. Certain buildings of Company shown colored in blue on the attached Exhibit "B" are to remain in place within the exclusive easement area. All other buildings within the exclusive easement area are to be removed therefrom.

6. The parties hereto desire to set forth in this instrument their understandings and agreements relative to said project as they affect Company's property.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

1. State shall, at its sole expense, prepare all plans and specifications, let and award all contracts and supervise construction of the structures for the project.

2. Company approves the plans on the attached Exhibits "A" and "B" which set forth the manner in which State proposes to establish a throughway, as that term is defined in ORS 374.010, by the construction of structures over, upon and across the exclusive easement area as shown outlined in blue on the attached Exhibit "A".

3. Company, by the execution of this agreement, and in consideration of $_____, hereby agrees to execute an EASEMENT containing the same provisions as the attached Exhibit "C", and thereby grant to State the easements as set forth therein for the construction, operation, inspection, maintenance and reconstruction of elevated highway structures over, upon and across the real property owned by Company and shown outlined in blue on the attached Exhibit "A". The above consideration shall include an amount for the gasoline storage tanks mentioned in paragraph 5 below and an amount for the Station L office building which must be removed from the exclusive easement area.

4. State agrees to secure and pay for any title insurance policy which it deems necessary to insure the validity of Company's title to the real property described in the EASEMENT to be granted by Company in the form of the attached Exhibit "C".

5. Company agrees to execute a Bill of Sale to State for two 6,000-gallon gasoline storage tanks and two 500-gallon tanks presently buried within the exclusive easement area, and Company hereby grants permission to State to have said tanks remain in place after being filled with sand and sealed by State unless State otherwise determines that it is necessary to remove said tanks at its expense, in which event Company hereby grants permission to State to have said tanks removed.

6. State shall require in any contract for the construction or major reconstruction of the structures of the project that its contractor remove all tools, equipment and material from Company's property and clean up the premises to the satisfaction of Company upon completion of the contract.

7. State, in any contract awarded for the construction or major reconstruction of the structures of the project upon Company's property, shall require its contractor to hold and save harmless the Company, its officers, agents and employees of and from any and all damages on account of personal injury or death, suffered by anyone whomsoever, or property damage, including property belonging to the Company, arising or growing out of the construction of the project, directly or indirectly, and for which either or both of the parties hereto may be liable. It is intended by this provision to save harmless the Company from any and all claims made by employees of the State or its contractor or contractors or the Company, arising out of industrial accident as well as all other claims.

State, in any contract awarded for the construction or major reconstruction of the structures of the project upon Company's property, shall require its contractor to carry a public liability and property damage liability insurance policy or policies providing coverage in the following amounts: $1,000,000 for property damage resulting from any single occurrence, and $500,000 for the death or injury of any person, subject to a limit of $1,000,000 for injuries or deaths resulting from any single occurrence; said policy or policies shall also provide for and include contractual assumption of liability. Said policy or policies shall include as named insureds Company, its officers and employees, and the State of Oregon, its State Highway Commission and members thereof, its officers, agents and employees, except as to claims against the contractor for personal injury to any officers or employees of Company or to members of the State Highway Commission or its officers, agents and employees, or damage to any of its or their property. Said policy or policies shall be issued by an insurance company authorized to transact business in the State of Oregon and shall include a provision requiring the insurance company to give notice to State and Company 15 days prior to the cancellation of any such policy. In addition, if any part of the work under any contract is subcontracted, the contractor shall carry in his behalf regular contractor's protective public liability and property damage liability insurance with the same limits of coverage as specified above. Proof of such insurance coverage shall be in the form of a certificate of insurance for each policy of insurance.

8. State shall not permit work to be commenced by any contractor upon Company's property until:

(a) State has furnished to Company:

(1) A copy of said contract executed by contractor;

(2) A certificate of insurance for each policy of insurance as required in Article 7 above; and

AIR:jr
12-2-64

(b) Company has advised State's Highway Engineer by letter that the form and substance of said certificate of insurance is satisfactory to Company.

The above public liability and property damage liability insurance policy or policies shall be kept in full force and effect by State's contractor during the performance of said work upon Company's property and thereafter until the contractor removes all tools, equipment and material from Company's property and cleans up the premises to the satisfaction of Company.

9. Company shall perform certain work involving its facilities in order to adjust the same to conform to the plans of the project. Such work by Company shall be first approved by State and performed at such times as State may direct so that all work for the project can be properly coordinated. The items of work to be performed by Company, together with the estimated amount of the cost and expense therefor, as approved by State, are detailed on the list and drawing of Company attached hereto, marked Exhibit "D" and by this reference made a part hereof. State shall reimburse Company for all cost and expense incurred by Company for the items of work on said list in connection with the adjustment of its facilities to conform to the plans of the project subject to the provisions of Policy and Procedure Memorandum 30-4 dated the 31st day of December, 1957, and any supplements or revisions thereto, issued by the Bureau of Public Roads of the U. S. Department of Commerce.

10. Company shall submit monthly progress bills in triplicate to State for the cost and expense of the items of work performed by Company in accordance with the list in the attached Exhibit "D" and shall submit its final bill on the same basis to cover the actual cost and expense of the items of work performed by Company. Subject to paragraph 11, below, State agrees to pay Company the cost and expense of such work within thirty (30) days of receipt of such bills from Company in accordance with said Policy and Procedure Memorandum 30-4, and any supplements or revisions thereto.

11. In the event that additional work which is not included on the list in the attached Exhibit "D" is to be performed by Company and is in excess of the estimate as set forth in the attached Exhibit "D", State shall not be obligated to reimburse Company for any such excess unless and until Company submits to State and State approves in writing a detailed list and drawing of such additional items of work which are to be performed by Company, together with the estimated amount of the cost and expense therefor, in excess of the total amount of the estimate in the attached Exhibit "D".

12. The books, papers, records and accounts of Company, so far as they relate to the items of expense for labor and materials or are in any way connected with the work herein contemplated, shall at all reasonable times be open to inspection and audit by the agents and authorized representatives of State and of the Bureau of Public Roads.

13. State and its contractors shall give reasonable notice to Company before commencing any of their work in connection with said project upon Company's property. All work upon said project shall be done at such times and in such manner as not to unreasonably interfere with the operations of Company.

14. All work for the project shall be performed in a good and workmanlike manner and each portion shall be promptly commenced by the party hereto obligated to do the same and thereafter diligently prosecuted to conclusion in its logical order and sequence.

15. Upon completion of the construction of said project, State, at its expense, shall operate and maintain said structures, the roadways thereon, lights, highway drainage and all other highway facilities. Company, at its expense, shall properly operate and maintain the area, buildings and facilities within the exclusive easement area as shown outlined in blue on the attached Exhibit "A" so as to adequately safeguard said structures against fire and other hazards.

16. This agreement shall be binding upon Company, its successors, legal representatives and assigns, and wherever the terms hereof require, upon the lessees, licensees and permittees of Company.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate by their officers thereunto duly authorized and ther respective seals to be hereunto affixed, as of the day and year first herein written.

PORTLAND GENERAL ELECTRIC COMPANY

By _____
President

Attest: _____
Secretary

APPROVED:

_____
Ass't. State Highway Engineer

STATE OF OREGON, by and through its State Highway Commission

APPROVED AS TO FORM:

By _____
Chairman

_____
Chief Counsel

By _____
Commissioner

_____
Staff Attorney

ATTEST:

By _____
Commissioner

_____
Secretary

ALR:ks
8/8/63

File R-28591

E A S E M E N T

KNOW ALL MEN BY THESE PRESENTS, that for and in consideration of the sum of Ten and No/100ths ($10.00) Dollars and other good and valuable consideration, receipt of which is hereby acknowledged, PORTLAND GENERAL ELECTRIC COMPANY, an Oregon corporation, hereinafter called "Grantor," has granted and by these presents does grant unto the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "Grantee," easements of the nature and at the locations as hereinafter set forth and described for the construction, operation, inspection, maintenance and reconstruction of the Pacific Highway over, upon and across the following-described real property of Grantor. Said easements are described as follows:

I. A perpetual and exclusive easement for elevated highway structures and supporting bents over, upon and across the following-described parcels of real property:

Parcel No. 1

A parcel of land lying in the SE 1/4 of Section 3, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, the said parcel being a strip of land extending from the South line of East Market Street (30 feet in width) to the East Harbor line of the Willamette River; said strip of land being 90 feet in width, 45 feet lying on each side of the center line of the South bound lane of the relocated Pacific Highway which South bound lane center line is referred to as the "C" center line and described as follows:

Beginning at Engineer's center line Station "C" 443+09.07; said Station being 1242.61 feet North and 1718.91 feet West of the intersection of the center line of S. E. Grand Avenue with the center line of S. E. Harrison Street; thence on a spiral curve left (the long chord of which bears South 27° 30' 17" East) 196.67 feet; thence South 29° 28' 17" East, 0.38 feet; thence on a spiral curve right (the long chord of which bears South 26° 38' 17" East) 200 feet; thence on a 674.07 foot radius curve right (the long chord of which bears South 10° 44' 21.5" West) 746.13 feet; thence on a spiral curve right (the long chord of which bears South 48° 07' West) 200 feet to Station "C" 456+52.25; said center line crosses said South line of East Market Street and the East Harbor line of the Willamette River approximately at Stations "C" 447+75 and "C" 453+85, respectively.

ALSO that portion of said SE 1/4 lying Easterly of the heretofore described strip of land lying Southerly of East Market Street (30 feet in width) and lying Westerly of a line which is parallel to and 45 feet Easterly of the center line of the North bound lane of the relocated Pacific Highway, which North bound lane center line is referred to as the "D" center line

Exhibit C

and is described as follows:

Beginning at Station "D" 444+25.18; said Station being 1158.05 feet North and 1612.64 feet West of the intersection of the center line of S. E. Grand Avenue and the center line of S. E. Harrison Street; thence South 20° 33' 49" East, 71.51 feet; thence on a spiral curve right (the long chord of which bears South 18° 33' 49" East) 200 feet; thence on a 954.93 foot radius curve right (the long chord of which bears South 6° 59' 24" East) 238.37 feet; thence on a spiral curve right (the long chord of which bears South 3° 59' 59" West) 100 feet to Equation Station "D" 450+35.06 equals Station "C" 450+35.06, said center line crosses the South line of said East Market Street (30 feet in width) approximately at Station "D" 447+75.

Except therefrom that property described in that deed to the City of Portland, recorded in Book 209, Pages 133 through 135 of Multnomah County Deed Records.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.22 acres.

Parcel No. 2

A parcel of land lying in the SE 1/4 of Section 3, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, the said parcel being bounded on the Easterly side of by a line common to Portland General Electric Company and Portland Traction Company property which begins at an iron pipe set in a Westerly extension of the center line of East Mill Street South 6° 26' 30" East (deed bearing) and 261.65 feet distant from an iron pipe set in the South line of East Market Street (30 feet in width) 13.39 feet West of the Point of intersection of the center line of East Water Street with said South line of East Market Street; thence South 6° 26' 30" East (deed bearing) a distance of 261.65 feet to a point in a Westerly extension of the center line of Stephens Street; bounded on the South by that property described in that deed to City of Portland, recorded in Book 209, Pages 133 through 135 of Multnomah County Deed Records and bounded on the Northwesterly side by a line which is parallel to and 45 feet Northwesterly of the center line of the connection between the North bound lane of the relocated Pacific Highway and the East bound lane of the relocated Mt. Hood Highway which connection center line is described as follows:

Beginning at Station "A" 446+44.84; said Station being 274.01 feet North and 893.65 feet West of the intersection of the center line of S. E. Grand Avenue with the center line of S. E. Harrison Street; thence on a 674.07 foot radius curve left (the long chord of which bears South 87° 57' West) 658.09 feet;

thence on a spiral curve left (the long chord of which bears South 53° 57' 37.5" West) 212.5 feet to Station "A" 455+15.43, said center line crosses the North line of said City of Portland property approximately at Engineer's center line Station "A" 451+85.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.34 acre.

Parcel No. 3

A parcel of land lying in the SE 1/4 of Section 3, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, the said parcel being bounded on the Westerly side by the East Harbor line of the Willamette River; bounded on the North by that property described in that deed to the City of Portland, recorded in Book 209, Pages 133 through 135 Multnomah County Deed Records; and bounded on the Southeasterly side by a line which is parallel to and 45 feet Southeasterly of the center line of the connection between the North bound lane of the relocated Pacific Highway and the East bound lane of the relocated Mt. Hood Highway which connection center line is described in Parcel #2, said center line crosses the South line of said City of Portland property and said East Harbor line approximately at Engineer's center line Stations "A" 452+50 and 454+10, respectively.

EXCEPT therefrom that portion lying with Parcel #1.

The parcel of land to which this description applies contains 0.26 acre.

Parcel No. 4

A parcel of land lying in the SE 1/4 of Section 3, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, and being that property described in that certain deed to Portland General Electric Company, recorded in Book 1121, Page 205 of Multnomah County Records of Deeds; the said parcel being described as follows:

Beginning at the intersection of the West line of S. E. 3rd Avenue and the Westerly projection of the North line of S. E. Harrison Street in Portland, Oregon; thence Southerly on the West line of S. E. 3rd Avenue to its intersection with the Southern Pacific Company's right of way; thence Northerly along the East line of said right of way to a point of intersection with the Westerly projection of the North line of S. E. Harrison Street; thence Easterly along the Westerly projection of the North line of S. E. Harrison Street to the place of beginning, being a portion of the James B. Stephens Donation Land Claim.

ALR:jr
12-3-64

The parcel of land to which this description applies contains 1,450 square feet, more or less.

Parcel No. 5

A parcel of land lying in the SE 1/4 of Section 3, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, the said parcel being that portion of said SE 1/4 lying South of S. E. Market Street, lying Westerly of that property described in that deed to Portland Traction Company, recorded in Book 1095, Pages 357 to 361 inclusive, of Multnomah County Records of Deeds, and lying Northeasterly of a line which is parallel to and 45 feet Southwesterly of the center line of the connection between the South bound lane of the relocated Pacific - Highway and the East bound lane of the relocated Mt. Hood Highway, which connection center line is referred to as the "CA" center line and is described as follows:

Beginning at Engineer's center line Station "CA" 437+86.17, said Station being 1753.39 feet North and 1793.93 feet West of the intersection of the center line of S. E. Grand Avenue and the center line of S. E. Harrison Street; thence on a 1061.03 foot radius curve left (the long chord of which bears South 16° East) 648.15 feet; thence on a spiral curve left (the long chord of which bears South 40° 10' East) 370.37 feet; thence South 43° 30' East, 449.38 feet to Station "CA" 452+54.07.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.2 acre.

II. A perpetual easement over, upon and across Grantor's real property for the construction, operation, inspection, maintenance and reconstruction of an underground storm drainage system from the highway structures at such locations and of such widths as may be mutually agreed upon and which will not conflict with Grantor's use of its property.

III. A perpetual easement over, upon and across Grantor's real property to provide necessary access to the parcels described in paragraph I above for the construction, operation, inspection, maintenance and reconstruction of the highway structures thereon. The access shall be at such locations as may be mutually agreed upon and may be changed from time to time so as not to conflict with Grantor's use of its property, provided that the changed locations will provide adequate access to the highway structures at all times after the initial construction.

ALR:ib
9-28-64

RESERVING, however, unto Grantor, its successors, legal representatives and assigns, the following-described rights in said perpetual and exclusive easement area described in paragraph I above and hereinafter referred to as "exclusive easement area":

1. The garage building, radio shop, machine shop and welding shop may remain in place within the exclusive easement area and continue to be used in the operations of Grantor as presently conducted.

2. Reconstruction and alteration of and additions to the garage building, radio shop, machine shop and welding shop within the easement area may be carried out only after first securing written approval of the plans and specifications therefor by Grantee.

3. New buildings may be constructed within the exclusive easement area provided that said buildings meet the requirements of Class A Fire Resistive Buildings as defined in the Oregon Master Schedule System of the Oregon Insurance Rating Bureau.

4. Overhead and underground electric circuits, water, oil, gas, steam, air, sewer and drainage lines and other such facilities required in the operations of Grantor, as they are presently located or as they are relocated in order to conform with the construction of the highway structures, may be operated, maintained, altered and reconstructed by Grantor within the exclusive easement area and additional such facilities may be constructed, operated, maintained and reconstructed within said exclusive easement area; provided that all applicable state and federal safety regulations are complied with. Grantee shall be notified of the location of the additional facilities.

5. Access may be had across the exclusive easement area to serve Grantor's property on each side of the exclusive easement area and such other use, when in the normal operations of Grantor, may be made of the exclusive easement area which is not inconsistent herewith.

In exercising the above-reserved rights and in conducting its operations on the exclusive easement area, Grantor, its successors, legal representatives and assigns, agrees to be bound by the following restrictions:

1. No inflammable, volatile or explosive substance shall be manufactured, stored or held within the exclusive easement area or in the buildings or vehicles located thereon, excepting any of such substances and quantities thereof which are normally used in the garage

building, welding shop and machine shop and parked vehicles within the exclusive easement area as of the date of this instrument; and further excepting any of such substances which are stored in the radio shop when stored in containers and quantities which comply with all laws and regulations applicable thereto.

2. No building, facility or activity shall extend above a plane which is 8 feet below the underside of said highway structures.

3. No access shall be permitted to or from the highway structures and Grantor's property.

4. No advertising signs, displays or devices, except those indicating ownership, shall be placed on the exclusive easement area in such a manner as to be visible from the highway structures unless approved by Grantee.

5. A clear area of at least three feet shall be maintained at all times around each of the bents of said highway structures on the exclusive easement area.

6. No hazardous or unreasonably objectionable smoke, fumes, vapor or odors shall be permitted to emanate from the exclusive easement area and to rise above the grade lines of the highway structures.

7. Grantor shall comply with all reasonable regulations imposed by Grantee to protect against fire and other hazards which would impair the use and safety of said highway structures.

8. No change from the uses presently being made of the buildings, facilities and area within the exclusive easement area which would result in an increased hazard to the highway structures shall be permitted without first securing the written approval of Grantee.

9. All buildings, equipment, materials, vehicles and facilities located within the exclusive easement area shall be subject to inspection by Grantee at all reasonable times to insure compliance with the provisions hereof.

TO HAVE AND TO HOLD said easements and rights above described unto the STATE OF OREGON, by and through its State Highway Commission, its successors and assigns, forever.

And Grantor does hereby covenant to and with Grantee that Grantor is the owner in fee simple of the property over which the above-described easements lie free and clear of all encumbrances, except a mortgage to The Marine Midland Trust Company of New York, including supplements thereof, which mortgage Grantor will have released of record as to the exclusive easement area within a reasonable time after the execution of this instrument; that it has a legal and valid right to execute this instrument, and that Grantor, its successors and assigns, will warrant and defend these easements from all lawful claims whatsoever.

ALR:ks
8/8/63

IN WITNESS WHEREOF, Grantor, by order of its Board of Directors, has caused its corporate seal to be affixed hereto and its President and Secretary to execute these presents on behalf of Grantor this _____ day of _____, 1963.

PORTLAND GENERAL ELECTRIC COMPANY

By_____
President

By_____
Secretary

STATE OF OREGON)
) ss.
County of Multnomah)

On this _____day of _____, 1963, before me appeared _____and _____, both to me personally known, who being duly sworn, did say that he, the said _____, is the President, and he, the said _____, is the Secretary of PORTLAND GENERAL ELECTRIC COMPANY, the within-named Corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said Corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and _____ and _____ acknowledged said instrument to be the free act and deed of said Corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

_____
Notary Public for Oregon
My Commission Expires:_____

RECEIVED
JAN 28 1965
FOR FILE

477 Cottage Street N.E.
Salem, Oregon

January 20, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

38-33.7

A. W. Burrows, Division Engineer
Salem, Oregon

By H. E. Martin
Acting Division Engineer

Oregon Project I-5-6(14)301
East Marquam Interchange Section
Parcel 82391, Portland General Electric Company

Please refer to Assistant Right of Way Engineer D. H. Hechring's letter of January 13, 1965 concerning a proposal to acquire an exclusive easement area over the property of Portland General Electric Company in order to construct the East Marquam Interchange structures. Our letter of May 31, 1963 indicated that the proposed easement was properly prepared and was generally acceptable for the Administrator's action. At that time we required substantiation of the anticipated savings that would accrue due to the over-building of certain Portland General Electric Company buildings. Mr. Hechring's letter indicates there will be saving of $74,635. This represents adequate justification for the overbuilding.

Since our letter of May 31, 1963 the proposed easement has been changed in form and to a certain degree in content. We have reviewed the easement (Exhibit C) and it is our requirement that paragraph 3 on page 5, which concerns new buildings, be amended by including a requirement that any new buildings to be constructed in the exclusive easement area may be constructed only after securing written approval of the plans and specifications by the State. While it would appear that this is covered under item 8 on page 6, the requirement for State approval will leave no doubt as to the meaning of the easement.

We will require a copy of the signed agreement and easement at the time that you secure a permit of entry from Portland General Electric Company.

NOTED
LLOYD P. SHAW

Form CD-121
(1-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 20, 1965

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project I-5-6(14)301
East Marquam Interchange Section
Parcel 28591, Portland General Electric Company

Please refer to Assistant Right of Way Engineer D. H. Moehring's letter of January 13, 1965 concerning a proposal to acquire an exclusive easement area over the property of Portland General Electric Company in order to construct the East Marquam Interchange structures. Our letter of May 31, 1963 indicated that the proposed easement was properly prepared and was generally acceptable for the Administrator's action. At that time we required substantiation of the anticipated savings that would accrue due to the over-building of certain Portland General Electric Company buildings. Mr. Moehring's letter indicates there will be saving of $76,635. This represents adequate justification for the overbuilding.

Since our letter of May 31, 1963 the proposed easement has been changed in form and to a certain degree in content. We have reviewed the easement (Exhibit C) and it is our requirement that paragraph 3 on page 5, which concerns new buildings, be amended by including a requirement that any new buildings to be constructed in the exclusive easement area may be constructed only after securing written approval of the plans and specifications by the State. While it would appear that this is covered under item 8 on page 6, the requirement for State approval will leave no doubt as to the meaning of the easement.

We will require a copy of the signed agreement and easement at the time that you secure a permit of entry from Portland General Electric Company.

NOTED
LLOYD P. SHAW

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 25 1965
FOR FILING
E-5-6(11)2-1
16576
WM. WYER
PRESIDENT

WYER, DICK & CO.
TRANSPORTATION CONSULTANTS
250 BELLEVUE AVENUE
UPPER MONTCLAIR, N. J.
744-8600
AREA CODE 201

Maison

January 20, 1965

Mr. R. L. Porter,
Deputy State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

Dear Mr. Porter:

With reference to our recent correspondence in regard to the Portland Traction Company matter:

There is attached our bill for services and expenses to December 31, 1964, amounting to $14,923.12. There have been no further charges since that date. If additional services are required, we shall of course be available in accordance with the Appraisal Agreement.

Sincerely yours,

Wm Wyer

Orig to Maison
1-22-65

RECEIVED
JAN 25 1965
OREGON
STATE HIGHWAY COMMISSION

WYER, DICK & CO.
TRANSPORTATION CONSULTANTS
250 BELLEVUE AVENUE
UPPER MONTCLAIR, N. J.
744-8600
AREA CODE 201

January 20, 1965

State of Oregon
State Highway Department
Salem, Oregon 97310

For services and expenses during the period July 24 - December 31, 1964, under Agreement between the State of Oregon, Highway Department, and Wyer, Dick & Co., in connection with appraisal of certain property at Portland, Oregon, owned by Portland Traction Company:

Services:	Days	Amount
Wm. Wyer @ $300 per day	1.17	$ 351.00
Charles J. Meyer @ $225 per day	30.57	6,878.25
E. G. Brisbin @ $125 per day	30.18	3,772.50
S. T. Cooke @ $100 per day	2.00	200.00
Total Services		$11,201.75
Actual real property appraisal fee paid to Brewster, Scholz & Burnett, of Portland, Oregon, for services to December 31, 1964		$ 1,450.00

Expenses:

Traveling expenses of:-	
Charles J. Meyer, Upper Montclair, N.J. to Portland, Oregon, & ret., July 26/Aug.7, 1964	652.85
DO. Aug. 12/20, 1964	491.14
At Upper Montclair, N.J., Aug. 21 and 22, 1964	8.33
E. G. Brisbin, Pittsburgh, Pa., to Portland, Oregon, & ret., July 26/Aug. 20, 1964	848.69
Stenographic overtime August 21, 1964, preparing preliminary report.	46.90
Telephone Tolls	212.48
Postage	10.98
Total Expenses	$ 2,271.37
Total Services, Fee and Expenses	$14,923.12

RECEIVED
JAN 12 1965
FOR FILING

J-5-6(41) 3.1
6596

January 12, 1965

Mr. Wm. Wyer, President
Wyer, Dick & Co.
250 Bellevue Avenue
Upper Montclair, New Jersey

Dear Mr. Wyer:

Thank you for your January 5 letter relative to your work on the Portland Traction Company problem in Portland.

For some reason, it took the railroad company a comparatively long time to resubmit a plan to us that incorporated your suggestions. This has just recently been done and we have been advised verbally that the Bureau of Public Roads will look on it with favor. The Bureau, however, has raised several questions concerning the value of the required easement, which we are trying to reconcile at this time.

I suggest that you bill this Department for services to date on a partial payment basis and ask that you bear with us a little longer as I believe this matter will be resolved within the next month or six weeks. At the moment it does not appear that additional work will be required but I cannot be positive until an agreement is reached with the Portland Traction Company.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ma
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

WYER, DICK & CO.
TRANSPORTATION CONSULTANTS
250 BELLEVUE AVENUE
UPPER MONTCLAIR, N. J.
744-8600
AREA CODE 201

WM. WYER
PRESIDENT

January 5, 1965

Mr. Forrest Cooper,
State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

NOTED
R. L. PORTER

Dear Mr. Cooper:

After submitting our preliminary report dated August 21, 1964, the real estate appraisal report dated August 30, 1964, and Supplement No. 1 to the real estate appraisal report dated September 21, 1964, involving appraisal of terminal properties of the Portland Traction Co. at Portland, Oregon, we anticipated that you might be able to conclude negotiations with the railroads without incurring further delay or expense.

I know that you are having many difficult problems because of the recent floods and, as a result, this particular project may be temporarily deferred. In order to plan our anticipated work load for the year 1965, we would appreciate being advised as to whether or not you desire our firm to perform any additional work on this assignment. If additional work by our firm is anticipated, we would be happy to delay submission of our bill until after completion of the assignment. In the event no additional work by our firm is required, we would like to submit our bill for services performed and expenses incurred during 1964. For your information, the total amount is approximately $15,000 including the real estate appraisal handled by the firm of Brewster, Scholz & Burnett.

Very truly yours,

wmwyer

RECEIVED
JAN - 7 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 13 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 8, 1965

To: MEMO TO THE FILES

SUBJECT:
Bank Erosion
East Marquam Interchange
Prefix: 26-1468

Information had reached this office via Salem that the Portland Traction Company was concerned about erosion of the East bank of the Willamette River by the December 22, 1964 flood in the vicinity of the Pioneer Carloading Building in the East Marquam Interchange area.

Mr. Bruce Boyd and the writer inspected the bank on December 31, 1964 when the flood water had receded to lower levels. There was no evidence of any erosion in the immediate area. The bank is "riprapped" with random placed pieces of concrete, which showed no signs of displacement. There was a little sloughing of approximately the top two (2) feet of the bank but this was minor.

Cross-sections taken on January 7, 1965 from a base line along the top of the bank and compared to sections taken during the early part of 1964 show the top of the bank receding about 0.5 feet at this point.

The writer contacted Mr. Phil Adams of the Portland Traction Company as to what his fears were. Mr. Adams said that he was concerned that the proposed extension of Pioneering Carloading Building for approximately 10 feet westward would be too close to the top of the bank for adequate support. In view of the above it is suggested that if and when the amount of extension of the building is determined that it be staked on the ground to determine if additional support is needed.

There is some erosion of the bank in the vicinity of S. E. Clay Street to the north and along the Portland General Electric Co. fence to the south. However, it is not sufficient to endanger any proposed construction known to writer in the East Marquam Interchange area.

REFERRED TO
Lloyd Shaw
Date: 1-8-65 By: HARDT
For: Your Information
Due Date:

NOTED
LLOYD P. SHAW

Dale E. Sturmer
Locating Engineer

METROPOLITAN ENGINEER
RECEIVED
JAN 8
Noted ☐ ME ☐ AME ☐ TRE ☐ MOE

DES:da

cc Ed Hardt

Copy to Barbee
1-13-65

I-5-6-(41) East Marquam Interch. Unit, 1965
301 East Bank Fwy. Sec., Pacific
#6576 Hwy. in Portland Folder # 2

CLA
2744

RECEIVED
DEC 30 1964

J-5-6(W)30
1-6526

Salem, Oregon
December 28, 1964

Mr. C. E. Roble
Chief Counsel

BUILDING

Attached is a copy of a letter from the Bureau of Public Roads requesting further information on the purported Portland Traction Company settlement. I think the letter is self-explanatory, but if not, please discuss with me.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
attachment

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: December 21, 1964

In reply refer to: 08-35.2-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange
Portland Traction Company

Mr. Porter's December 18, 1964 letter furnished copies of the Southern Pacific Company's plan for relocation and rearrangement of Portland Traction Company's facilities and proposed to offer $200,000 compensation for the required railroad right-of-way.

The plan for adjustment of facilities appears to be generally acceptable; however, prior to our concurrence in the amount of your offer for right-of-way, we would appreciate further clarification of your ". . . thinking that the Railroad . . . is entitled to an equal asset in real property or compensation therefor after the taking as before the taking." Your proposed offer is based upon the reports prepared by real estate appraisers. These damage estimates are on the basis that the property has a highest and best use for industrial and warehouse purposes. On the other hand, the consultant's studies evidently treat the railroad's facilities as operating property and propose to reconstitute their operations. The consultants indicate the railroad's operation will not be damaged following reconstitution.

In a somewhat comparable situation your Staff Attorney Leonard W. Pearlman's interdepartmental correspondence entitled "Compensable Damages for Taking of Easement over Union Pacific Railroad Right of Way, East Bank Freeway" expressed a view contrary to such a procedure. Under these circumstances, we suggest that a formal legal opinion be prepared by the Chief Counsel as to the compensability of damages for the taking of the easement. The appraisals then should be reviewed based on the extent to which such an opinion affects the value approach taken by the real estate appraisers and consultants, taking into consideration the railroad's plan as now presented with buildings remaining in the right-of-way, as shown on Drawing P-18903-F.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 21 1964
FOR FILING
F 35.6 (911) 321
65.76

December 18, 1964

Mr. E. H. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Dear Mr. Williamson:

Your File: 911700/323
O-PD-62-9

This will acknowledge receipt of your December 10 letter transmitting to us a proposed relocation plan covering Portland Traction Company facilities at the east end of the Marquam Bridge now under construction in Portland.

We have submitted this plan to the Federal Bureau of Public Roads and have recommended the Bureau's concurrence. As soon as definite word is received, we will contact you further.

This Department is most appreciative of the cooperation that we have received from your Mr. Kruttschnitt and Mr. Kendrew.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPrun
cc Mr. A. W. Kilborn

bc Mr. Forrest Cooper
Mr. Victor D. Wolfe

RECEIVED
DEC 22 1964
FOR FILING
I-5-6(41)-1
65 76

December 18, 1964

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

Re: East Approach, Marquam Bridge
I-5-6(41)301

Attached are three copies of Southern Pacific Company, Oregon Division, Drawing P-18903-F and three copies of a letter from Southern Pacific Company dated December 10, relative to the proposed acquisition of Portland Traction Company properties in connection with the interchange at the east end of the Marquam Bridge on Interstate Route 5 in Portland.

Before proceeding further, I believe it necessary that we receive an expression of concurrence from the Bureau of Public Roads. The plan submitted is one on which the firm of Wyer, Dick & Company prepared its August 21, 1964, report, and as I interpret this report, their estimate of net cost of moving is $332,140. This represents a 47 percent saving over a previously submitted plan. In addition thereto, and again if I interpret the report properly, there is an amount of $239,378 that would be due the Portland Traction Company for the easement, making a total estimated cost of $571,518.

Your attention is directed to page 38 of a second report, made by PBQ&D in September 1964, and you will find that the above estimated cost is cheaper than any of the estimates prepared by this second consultant. It is because of this that this Department recommends that the latest plan of the Portland Traction Company be accepted.

The railroad company has requested, and is entitled to, an offer from this Department for the easement it seeks. It is my opinion that the appraisals contained in either consultant's report can be construed to represent a proper value and your concurrence in proposing $200,000 to the Portland Traction Company is requested.

The writer is well aware that some differences of opinion as to proper compensations in matters of this kind do exist. However, this Department at Public Roads request obtained what we feel are the top experts in this field. It is the consultant's opinion, in which this Department concurs, that the Railroad is entitled to be made whole. The present situation, which involves a railroad headquarters and yard operation, cannot be confused with a narrow strip of right-of-way. In other words, it is our thinking that the Railroad is entitled to be made whole as to its operation and is entitled to an equal asset in real property or compensation therefor after the taking as before the taking. We believe that the figures recommended above represent such an evaluation.

If the Bureau of Public Roads will concur in this general scheme, it will, of course, then be necessary to have estimates prepared by the Railroad to cover its ideas of the moving costs, and estimates will be prepared by the Railroad and this Department covering the cost of moving and constructing the buildings.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
attachments

cc Mr. Forrest Cooper
Mr. P. M. Stephenson
Mr. G. E. Rohde
Mr. W. T. Wright

2-62

S-2660

Southern Pacific Company

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

UNION STATION, PORTLAND, OREGON 97209

December 16, 1964

PT-322
O-PD-62-9

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engr.

Dear Sir:

Referring to letter addressed to you from Mr. H. M. Williamson of December 10 in connection with plans for the east approach to the Marquam Bridge.

Attached are four prints of Oregon Division drawing P-18903-F, dated Aug. 3, revised Oct. 22 and redrawn Dec. 10, 1964. These plans are for your use in securing Bureau of Public Roads' approval.

1 copy to Carl Smith 1-13-65 B.

Yours truly,

A W Kilborn

NOTED
R. L. PORTER

RECEIVED
DEC 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

3 to BPR
1 to Stan

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
B. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

December 10, 1964

NOTED
R. L PORTER

IN REPLY PLEASE REFER TO
911700/323
O-PD-62-9

RECEIVED
DEC 14 1964
OREGON
STATE HIGHWAY COMMISSION

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

By letter dated March 4, 1964, we wrote you outlining several comments in connection with plans prepared earlier for relocation and rearrangement of facilities of Portland Traction Company incident to construction of your East Marquam Interchange in Portland.

Subsequently, your Mr. G. S. Paxson orally outlined to us certain features of the earlier plans which had not met with approval of the Bureau of Public Roads, and requested that we restudy the entire scheme in an attempt to develop a mutually satisfactory plan.

Enclosed herewith is a print of Portland-Shasta Divn. Drawing P-18903-F, revised Oct. 22, 1964, illustrating a plan which we hope will be acceptable to both the State of Oregon and Bureau of Public Roads. The plan has been reviewed and is acceptable to Portland Traction Company and both of the parent companies — Southern Pacific and Union Pacific Railroad.

In general, the plan is predicated on retaining a 120-foot section on the westerly end of the present Atlantic & Pacific Shippers' warehouse for use by Flynn Forwarding Co. It is proposed to remove a short section from the easterly end of the Pioneer Carloading warehouse and extend it 10'6" on the westerly end. A new office building for Portland Traction Company is to be constructed at the location indicated, and after this has been completed, it will permit the complete removal of the building which now houses Portland Traction offices and Flynn Forwarding Co. The Atlantic & Pacific Shippers are to be accommodated in a new 40-foot wide pre-

fabricated building to be constructed near the intersection of S.E. Clay and First Avenue. Team track and unloading platform facilities are to be constructed at two locations indicated on the print – one of them near the easterly bank of the Willamette River and the other to the west of S.E. Union Avenue, between Grant and Lincoln Streets.

Will you please let us know whether or not the plan as illustrated on print of Drawing P-18903-F and described above is satisfactory with the Oregon Highway Department on which to base further plans, estimates and the usual type of construction and maintenance agreement.

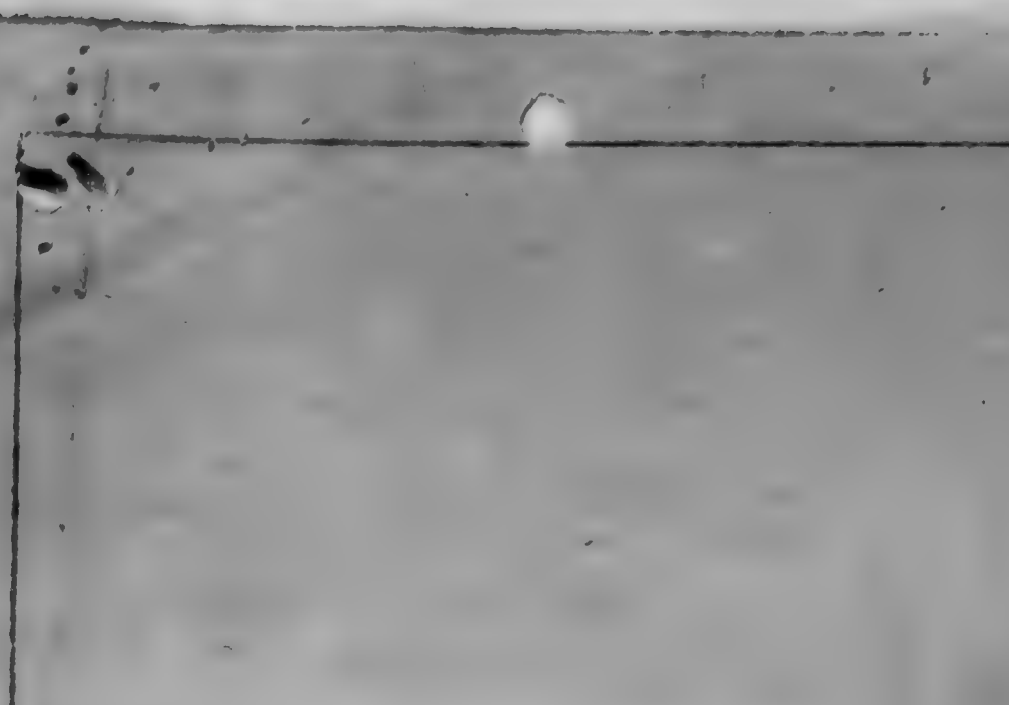
Also, in order to progress this project, we suggest that you arrange with your Right of Way Department to submit the State's offer of compensation for the right of way required for the highway across railroad properties.

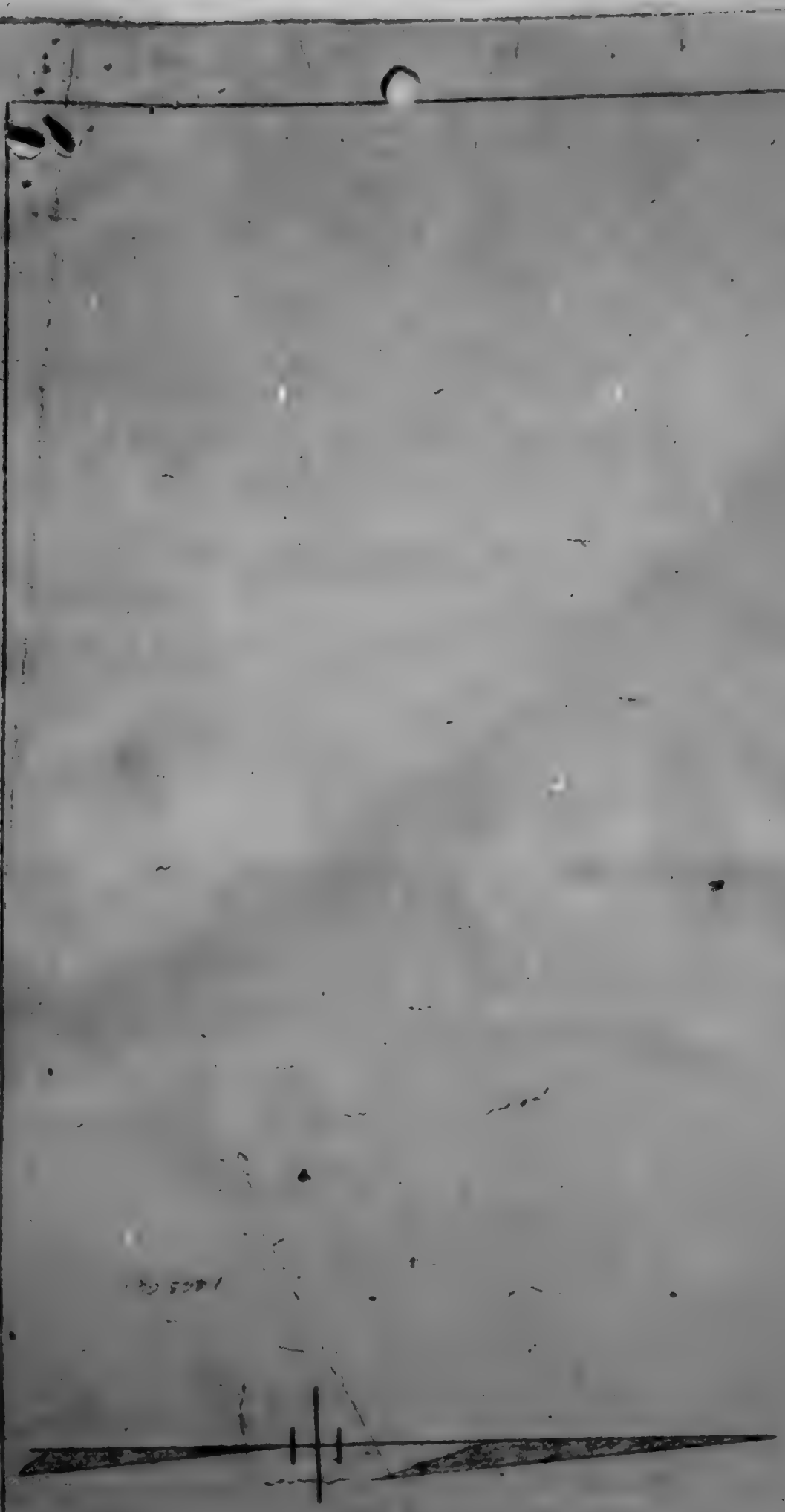
Very truly yours,

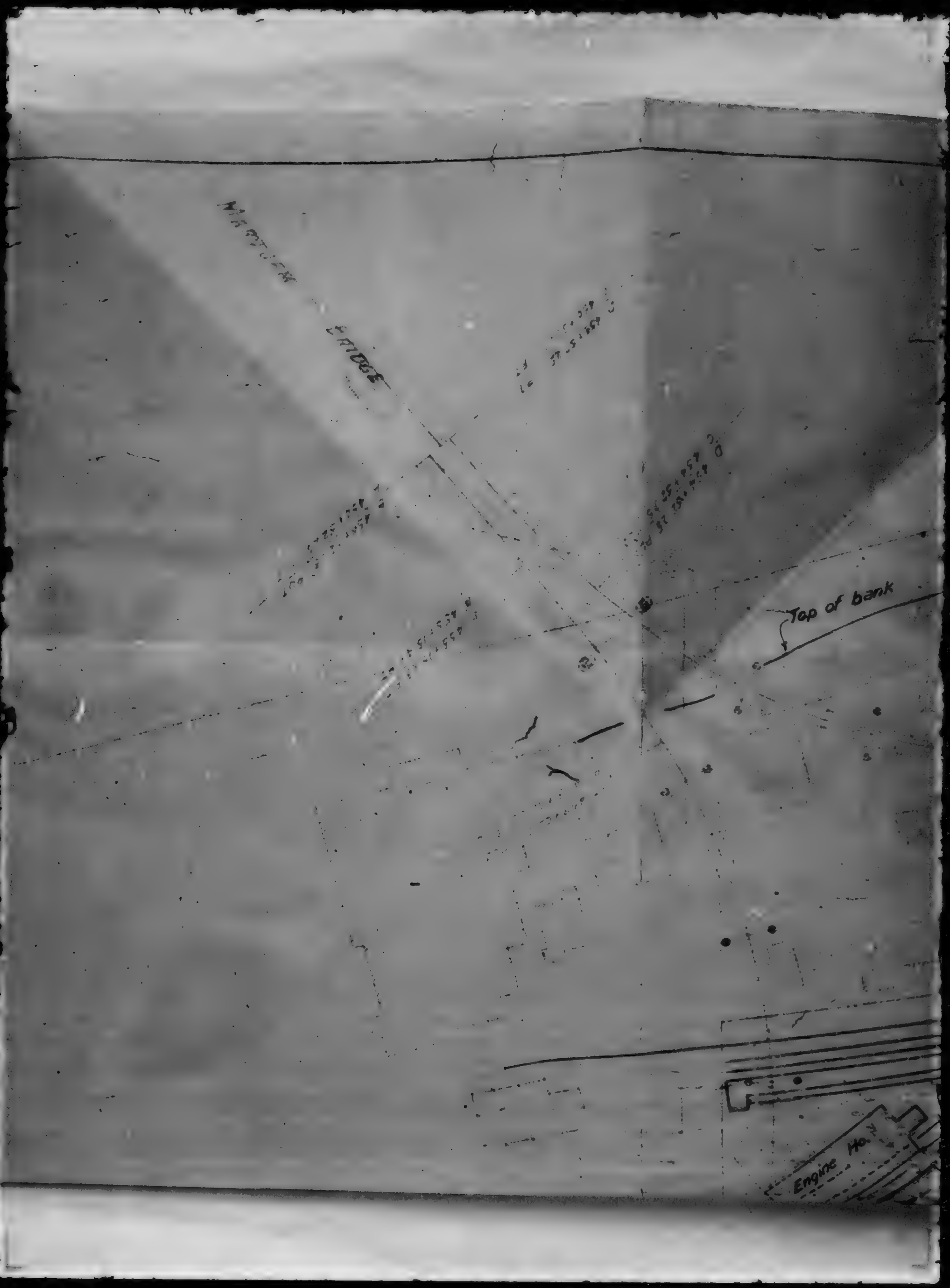
Howard Williamson
L

Attach.

OFFICE
OREGON HIGHWA






Top of bank
Engine No.

RIVER

WILLAMETTE

Line

Harbor

Extend Bkhd

Pioneer Carloading

Office

Sm. Locker

Atlantic & Pacific Steamers

RIVER

ETTE

HAWTHORNE BRIDGE

Line

Extend W'd

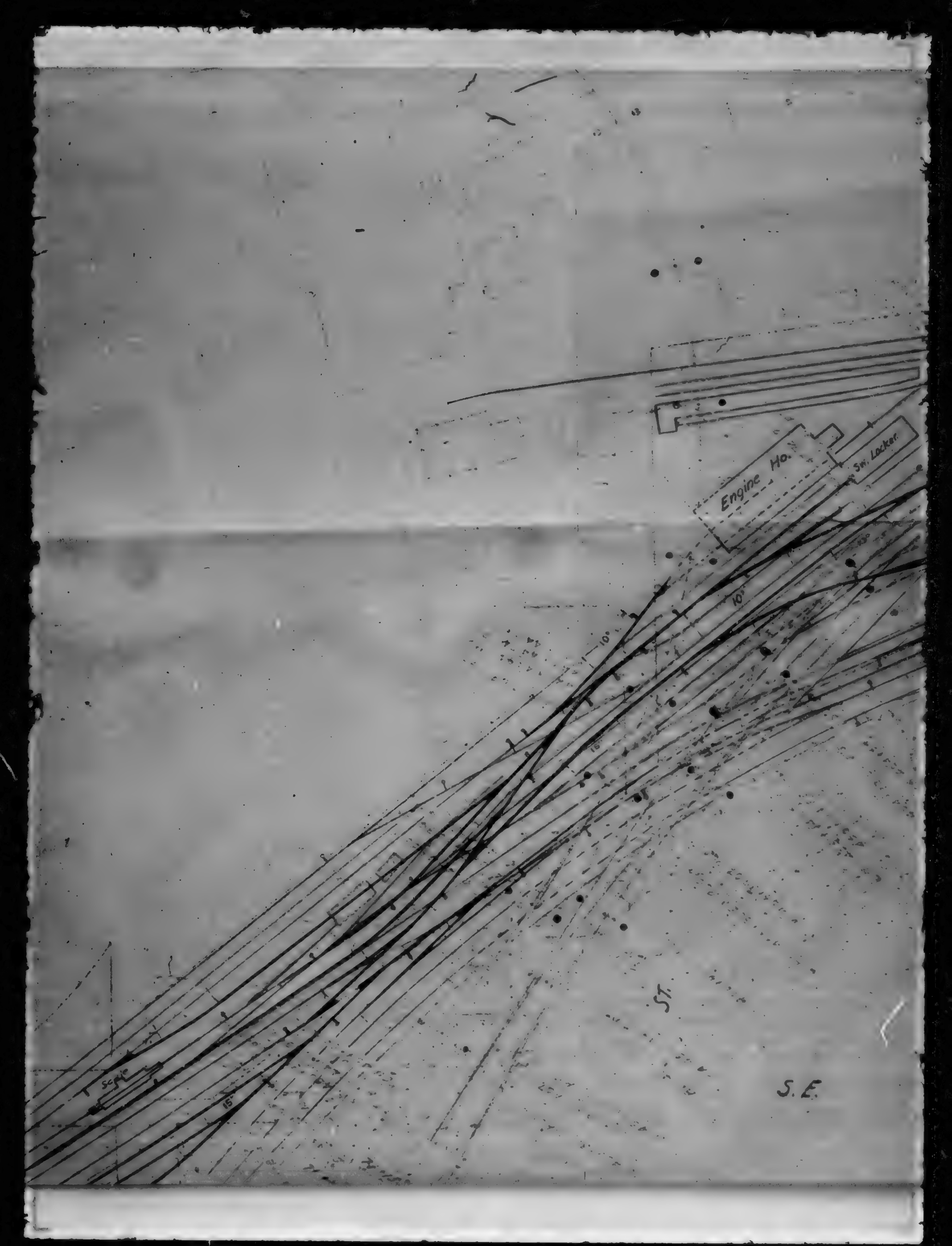
Pioneer Car loading

Office

15°

15

BLVD.


Engine Ho.
Sw. Locker.
10°
15°
ST.
S. E.

Office

Sw. Locker

Atlantic Ft. [illegible] Towers

BLVD.

HAWTHORNE

ST.

SECOND

SE

CLAY

THIRD

AVE.

BLVD.

To Portland

HAWTHORNE

SECOND AVE

55+38 ± BC

SE

CLAY

AVE.

OFFICE

Atlantic & Pacific Tidewater

CARUTHERS ST.

To Millbrae

SHERMAN ST.

To San Francisco

GRANT ST

S.E. UNION

ST.

S.E.

Scale

15'

Ferry platform.

ST.

STEPHENS

S E. GRAND AVE.

LINCOLN

HARRISON

LEGEND

Red shows

Yellow shows

Shows S.P.Co

Shows P.T.Co

SE

SECOND

CLAY

S.E.

THIRD

AVE.

ST.

MARKET

AVE.

MILL

d shows new work
low shows shift or abandon
ws J.R.Co. property line
ows P.T.Co property line

SOUTHERN PACIFIC CO

PACIFIC LINES
MAIN LINE
EAST PORTLAND
Proposed changes
East end Marquam Bridge

Scale 1"=100' LGH AU
Apr Oct 2

SE

SECOND

AVE

CLAY

AVE.

MARKET

HAWT

AVE

SOUTHERN PACIFIC COMPANY

PACIFIC LINES
MAIN LINE

EAST PORTLAND

Proposed changes
East end Marquam Bridge

Scale 1"=100'

LGH Aug 3, 1964
Rev Oct. 22, 1964

PORTLAND SHASTA	DIVN.
DRAWING F-18903-F	
SHEET NO 1	

RECEIVED
DEC 21 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING

Mr. Shaw

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 17, 1964

Mr. Jarvis B. Black
Attorney at Law
Electric Building
Portland, Oregon

Re: File No. 28591 - PGE
East Marquam Interchange
Section
East Bank Freeway
Permit of Entry

Dear Mr. Black:

A Permit of Entry from Portland General Electric under subject file has been prepared in accordance with the understanding reached at our meeting on October 30, 1964. Two copies are enclosed herewith for your consideration and approval.

The permit is so drawn that entry will be made pursuant to the easement to be granted by Portland General Electric for the highway facility. Only the areas and easement rights described therein will be utilized by the State.

Rather than redesignate each exhibit mentioned in the agreement already submitted to Portland General Electric, we have continued the same designations and made the agreement itself Exhibit E for the purposes of the Permit of Entry. Changes already agreed upon have been made on revised pages 2 and 4 of the agreement, Exhibit E, and on revised pages 4 and 6 of the Easement, Exhibit C. All other pages remain unchanged in these exhibits. Exhibits A and B are the sketches of the plans and remain basically unchanged so are not included again. Exhibit D is the list and drawings of the work to be done by Portland General Electric which we do not have as yet.

Please examine the enclosed Permit of Entry and notify me of its suitability in this matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

LLOYD P. SHAW

GER:lb
cc--R. L. Porter
Lloyd P. Shaw ✓
D. H. Moehring
Ted Litchfield
Enclosures

RECEIVED
DEC 10 1964
FOR FILING

Const.
Proj.
Maint - Portland

E. Bank

E. Marg. Int.

Salem, Oregon
December 8, 1964

Mr. F. D. Morgan
Construction Engineer

Attention: D. J. Barbee

The attached draft of a letter to Mr. Jarvis B. Black, Attorney for Portland General Electric Company, and its accompanying draft of a permit of entry should be checked and returned to G. E. Rohde for his use.

Will you please have this done as promptly as possible.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

cc Forrest Cooper
R. L. Porter

RECEIVED
DEC 14 1964
FC

PBQ&D, INC.
ENGINEERS

JOHN E. EVERSON
VICE PRESIDENT

25 MAIDEN LANE, SAN FRANCISCO, CALIF. 94108
YUKON 6-3939 TELEX: 03-4763 CABLE PARKLAPSF

Affiliated with Parsons, Brinckerhoff, Quade & Douglas

I-5 (11) 54
12 16

December 8, 1964

REFERRED TO
Mason
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Subject: Portland Railroad Transportation
Evaluation and Appraisal Report

Dear Mr. Porter:

We are enclosing our Invoice #7001 in quadruplicate in the amount of $7,358.79 for Engineering Services rendered in connection with our contract for the above referenced project.

Following is a summary of the total of our invoices to you for this project:

Invoice #7000 dated 10/26/64	$ 7,814.95
Invoice #7001 (enclosed)	$ 7,358.79
TOTAL	$15,173.74

Very truly yours,

PBQ&D, Inc.

J. E. Everson

JEE/cf
Encls.

Orig. To Mason
12-11-64

No. 7002

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

TO

P B Q & D Inc.

25 MAIDEN LANE, SAN FRANCISCO, CALIFORNIA 94108
165 BROADWAY, NEW YORK, N.Y. 10006

PLEASE REMIT TO NEW YORK ADDRESS December 4, 1964

For Engineering Services in connection with appraisal and evaluation of potential damage to Railroad Freight Yard due to Highway viaduct construction by Oregon State Highway Department in accordance with our agreement dated August 27, 1964.

Total Per Diem Rates - Schedule "A" attached	$ 1,132.50
Total Travel Expenses - Schedule "B" attached	116.42
Total Out of Pocket Expenses - Schedule "B" attached	6,109.87
TOTAL DUE THIS INVOICE	$ 7,358.79

SCHEDULE "A"

Per Diem Rates for Week Ending July 31, 1964 (not billed on first partial billing)

W. O. Salter	Sr. Suprv. Eng.	7/8 days @ $150	$131.25
M. Rubin	Surpv. Engineer	3-1/4 days @ $125	$406.25
C. A. Stokeld	Draftsman	2-1/2 days @ $65	$162.50
G. E. Holit	Engineer	3 days @ $90	$270.00
		9-5/8 days	$970.00

Per Diem Rates for Period Ending October 9, 1964

G. E. Holit	Engineer	7/8 days @ $90	$ 78.75
F. E. Harmon	Assist. Engr.	1/4 days @ $75	$ 18.75
G. TeBoekhorst	Assist. Drafts.	1 days @ $65	$ 65.00
		TOTAL PER DIEM	$162.50

TOTAL PER DIEM - $1,132.50

SCHEDULE "B"

Travel Expenses
M. Rubin - Sept. 15, 16, 1964

Air Travel - S.F. - Portland - S.F.	$ 81.90
Hotel	8.50
Meals	10.05
Miscellaneous	15.97
Total Travel Expenses -	$ 116.42

Out of Pocket Expenses

Pacific Coast Blueprint Co.	$ 56.77
Sparkies (Delivery Service)	2.94
Branco's Reproduction	445.15
Pacific Telephone Co.	249.00
Western Union	1.85
Beaver Reproductions	5.20
James Diffenderfer (Expenses)	546.05
Air Travel Ticket for J. Diffenderfer	189.42
James Diffenderfer (Professional Services)	3,000.00
Woodward, Draper & Stepp (Professional Svcs)	1,500.00
Xerox Reproductions (1109 Copies)	110.90
Bruning Copyflex Reproduction	2.59
Total Out of Pocket -	$6,109.87

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1
6576

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS
917 National Press Building
Washington, D. C. 20004

NOTED
F.B. KLABOE

Dir Engr
Engr Coord
Dist Engr A
Asst A Engr
Dist Engr
Asst B Engr
Admin Mgr
Maint
File

1965
POLICY STATEMENT
of the
AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS
As developed and adopted by the
Chief Administrative Officers
of the
State Highway Departments
at their meeting in

Atlanta, Georgia, December 7, 1964

NOTED
R.L. PORTER

(c) The ABC Federal-aid programs be continued at a minimum level of $1 billion annually until the Congress makes a decision regarding the size and character of a continuing Federal-aid program to follow the completion of the presently authorized Interstate program.

(9) Due to the overwhelming construction needs of the ABC Federal-aid highway systems and due to the varying conditions within the individual States, there is no dire need for Federal-aid for highway maintenance, therefore any additional monies that might be available should be used in the form of Federal-aid for construction on those systems.

(10) That the State highway departments offer their cooperation and facilities in helping advance a recreational and scenic highway program. However, because of the relatively limited use of such roads, Trust Funds should not be used. Such a program and necessary funds should be administered through the Bureau of Public Roads, as now done for the Interstate and ABC programs.

(11) That inasmuch as the Federal-aid highway apportionments have been considered grants, and whereas the State owns the title of the highways in its State highway systems in its own name, and whereas the State is responsible for the cost of maintenance upon completion of a Federal-aid highway project at which time the Federal Government no longer has a title nor financial interest in the project, therefore, any financial return from the rental or leasing of air space over or under Federal-aid projects, subsequent to the completion of the project should accrue to the State alone, since the income from the air space is not a direct and inevitable result of the Federal-aid.

In all cases, the use of air space over or under a Federal-aid highway should not add hazard to the highway use nor impair the utility nor investment in the highway facility, and should comply with appropriate rules and regulations promulgated by the Secretary of Commerce that constitute a condition for Federal participation when the project is initiated as well as such requirements as may be imposed by the State highway department.

(12) That the Association endorses the Secondary road plan as set forth in Section 117, of Title 23, United States Code, Highways.

RECEIVED
DEC 18 1964
FOR FILING
I-5-6(41)
125-16

477 Cottage Street, N.E.
Salem, Oregon - 97301

December 7, 1964

08-35.EC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. I. Merchant

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
Salem, Oregon

State-owned Materials, Piles
(Oregon Project I-5-6(41)301 - East Marquam Interchange)

Mr. Merchant's November 30, 1964 request for our approval for use of State-owned 10BP42 steel piling on a future contract in the Portland area has been reviewed by this office.

We suggest in order to receive Federal participation in this item, that the utilization of one of the following alternates be made:

1. Furnish at no cost to the contractor this material, however, Federal-aid participation will be based upon a supportable pile inventory cost or $3.20 per linear foot, whichever amount is lesser, and on only that piling obtained from previous Federal-aid projects.

2. Allow the contractor to purchase the piling from you on an optional basis at a price of $3.20 per linear foot at the storage site.

Please advise as to the alternate you propose to use.

Orig to Merchant
Copy to Stephenson
12-9-64

Copy to Young
12-17-64

RECEIVED
DEC 8 - 1964
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 3, 1964

Mr. W. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

West Marquam Interchange
Contract No. 634
Federal Aid Project No. I-5-6(50)301

Reference is made to M. A. Schell's inspection report on "Piling Procedure Exercised by Field", dated 9/15/64.

Comments on the recommendations (See Page 2 of the report) and some other items of the report are as follows:

(1) Prior to 1939 we bought and paid for piling on a lineal foot basis for piling in-place in the completed work. This is a satisfactory method when final quantities hit the bid quantities within reasonable tolerances, but with piling in Oregon they seldom come out that way. We were continually faced with making pay adjustments to account for changed conditions due to various and sundry reasons. The contractors did not like the measurements and payment specification and the situations it created and neither did we. After several conferences with the contractors and several trial specifications we adopted our current-order list-buy piling per foot-drive per each-measurement and payment specification and have been using it with very satisfactory results since 1939. Right now I am reluctant to modify our present procedure except for special conditions.

(2) Sounds like a reasonable procedure and should be applicable to steel piling when the order list or other conditions require lengths in excess of stock lengths.

We tried it on a recent job (Banfield Interchange - B, C, D, and E Structures) and the successful bidders bid the same price for both types of splices. Only one bidder out of six gave us a figure that came close to our estimate of

NOTED
P. M. STEPHENSON

cost for a ground splice. Our estimated figure was $10.00 and the bids ranged from $18.00 to $55.00. We want to try the procedure or something similar again when we get a job where conditions warrant it.

(3) My only comment on this is to say somebody went against current operating orders and instructions.

(4) Residents are instructed to require a contractor to weigh a gravity hammer in his presence, if the resident has reason to doubt the weight the contractor claims for the hammer.

Our new Specification (1964) requires a minimum 3,000 pound gravity hammer.

(5) This is normally a minor item not worth too much consideration. Laboratory bills a job for inspection of this type on a unit price basis. State will accept an auditor's citation for inspection costs on piling not incorporated in the final work.

Laboratory Report 672495 (See Page 3)

Investigation indicates this to be a paper mixup. If inspectors follow standard operating procedures and instructions only acceptable materials are used in the completed work.

Lead and Ground Splices (See Page 6)

See Item 2 herein.

Pay Length

See Item 1 herein.

We are currently preparing our construction specifications for the East Marquam Approach job which requires a considerable footage of steel piling. Our proposed specification for this work is attached. The principal aim in the preparation of this specification is to eliminate large residue of pile cutoffs to the greatest extent possible and to give the contractor a bidding basis that eliminates unforeseen costs as much as possible.

Very truly yours,

CAG/jm/mm
cc: Mr. P. M. Stephenson
Mr. L. P. Shaw
Mr. C. H. Maison
Mr. L. H. Young

Ivan D. Merchant
Bridge Engineer

PROPOSED

E. MARQUAM INTERCH. PILE SPECS.

SECTION 403 - PILES

Article 403-2.2 Steel Piles (Supplement)

Approximately 11,270 lin. ft. of the piling required for this project shall be State furnished piling. All additional piling required for the project shall be furnished by the contractor.

The State has sections of 10 BP 42 steel piling varying in length from 6 to 50 feet stockpiled at three locations in the vicinity of Portland. The locations of these stockpiles, the approximate number of sections and approximate total length of these piling sections are as follows :

Location	Approx. No. of Sections	Approx. Total Lin. Ft.
82nd St. Maintenance Yard at S. E. 82nd St. & Harmony Rd. about 2 miles south of Portland city limits.	85	1,180
Sunset Maintenance Yard on Sunset Hwy. about 3 miles west of Sylvan.	514	9,460
Troutdale Maintenance Yard at the City of Troutdale	79	630
TOTALS	678	11,270

Prior to driving any pile the contractor shall pick up these piling sections at the
the above listed yards and haul the sections to a job site storage yard where they will be stacked in an orderly manner for rehandling and segregated by sizes as follows:

All up to and including 10 ft. in length
All more than 10 and up to and including 20 ft. in length
All more than 20 and up to and including 30 ft. in length
All more than 30 and up to and including 40 ft. in length
All more than 40 and up to and including 50 ft. in length

Article 403-3.1 Preparation for Driving (Supplement)

(A) Excavation - At locations called for by the plans and at such other locations as determined by the engineer, the contractor shall core drill holes for piles and upon completion of driving of piles shall backfill these holes with clean sand.

(B) Splicing piles - Portions of State-furnished pile sections damaged by previous driving shall be cut away and disposed of in a manner satisfactory to the engineer. Splicing of piles may be done on the ground or in the leads at the contractor's option. Piles shall be straight and true and shall be suitable for driving in all respects.

Article 403-3.6 Order List for Piling (Supplement)

The project will require 1,133 piles varying in length from approximately 60 to 130 feet with an estimated total length of 105,195 lin. ft. This will require approximately 93,925 lin. ft. of piling to be furnished by the contractor to supplement the 11,270 lin. ft. of State-furnished piling.

The contractor shall initially furnish not more than 70,000 lin. ft. of piling in 60-foot lengths. The contractor shall furnish the remainder of required piling in 60-foot lengths upon completion of test pile driving. From the piling initially furnished and the State-furnished pile sections, the contractor shall fabricate and drive two test piles in each footing at the plan location determined by the engineer and at lengths as determined by the engineer.

Upon completion of driving of the test piles at any footing, the engineer will furnish to the contractor a piling length for that footing.

Piles of required lengths shall be fabricated from contractor furnished piling, State-furnished pile sections, or from a combination of both in such a manner as will result in the most economical use of piling to the State.

The determination of the most economical use of contractor furnished piling and State furnished sections shall be by the engineer and the engineer, at his option, may order any combination of State furnished pile sections and contractor furnished piling fabricated into pile lengths required by the piling list.

Article 403-5.1 Basis of Payment (Supplement)

Payment for core drilling for piles and furnishing and placing backfill in core holes as hereinbefore specified will be made at the unit bid for the item:

1. Core Drilling (Lin. Ft.)

Payment for the above item shall be understood to be full and complete payment for performance of core drilling and for furnishing and placing backfill sand in the drilled holes after piles are driven.

Payment for loading State furnished pile sections at the "stockpiles" hereinbefore listed and hauling these sections to the job site; for segregating and stacking at the job site; and for moving to fabricate required lengths will be made on the basis of the lump sum amount bid for the item:

1. Haul Pile Sections

Payment for splicing State-furnished pile sections and contractor furnished piling or any combination thereof will be made at the unit price bid for the item:

1. Splice Steel Piles

The contractor will be paid for each pile splice made as authorized and accepted by the engineer. This payment will be made whether the splice is made "on the ground" or "in the leads". Payment for the above item shall be understood to be payment for preparing the piles and pile sections for welding, including the cutting off and disposal of any damaged pile sections. Any splice made that is not authorized by the engineer or made for the contractor's convenience will be made at the contractor's expense.

Payment for driving each test pile will be made at the unit price bid per each for the item:

1. Drive Test Piles

Payment for ~~driving~~ all other piles will be made at the unit price bid per each for the item:

1. Drive Steel Piles

RECEIVED
DEC 1 - 1964
FOR FILING
I-5-6(41)301
6576

November 25, 1964

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Enclosed is a copy of the railroad evaluation and appraisal made by FBK2, Inc., of the Portland Traction Company property, this being on Interstate 5 at the easterly end of the Marquam Bridge.

Also enclosed is an interim report and real estate appraisal submitted by Wyer, Dick & Company.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
encs.

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

Also enclosed was a copy of Supplement No. 1, dated September 21, 1964, to the Appraisal Report of Brewster, Scholz & Burnett.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages.

Section EAST MARQUAM INTERCHANGE Highway PACIFIC (FA 3) County MULTNOMAH Prefix

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 11-4-64

Truck A.D.T. SE Line - 829 NW Line - 695 Traffic Coefficient 10.4 10.2 18 kip s.a. per day 476.2 478.3

Annual Precipitation 44"± Frost Penetration - - - - - -

"SE" Line | "NW" Line

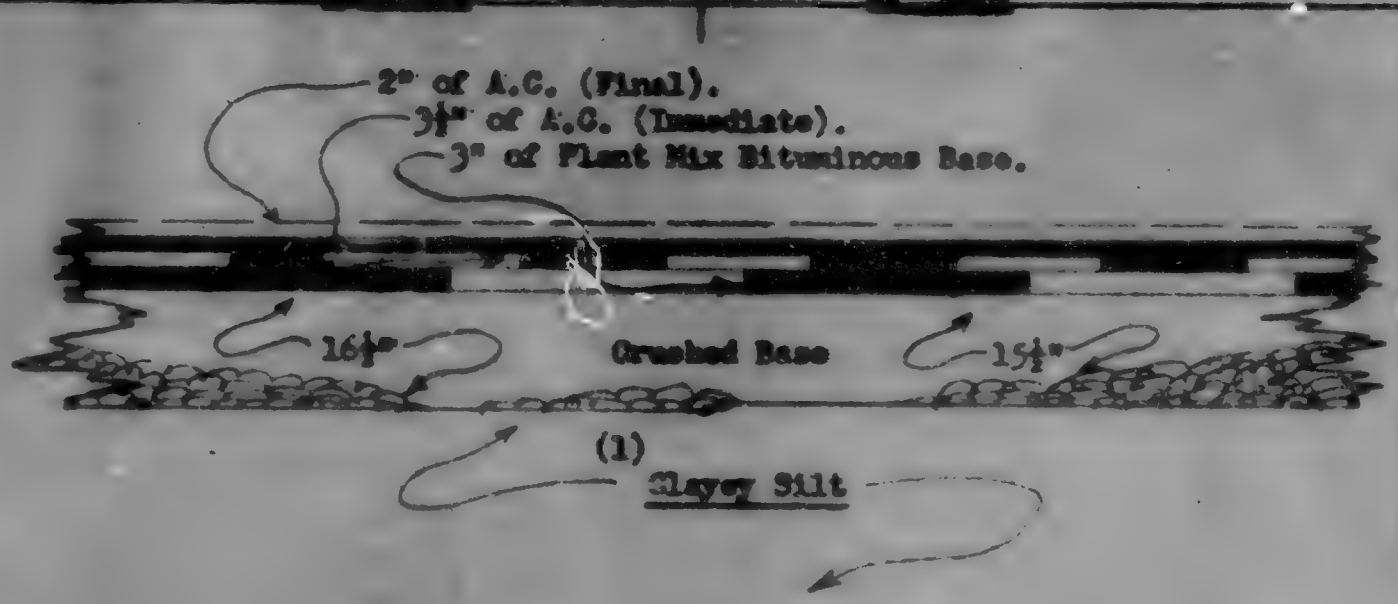
(1)

Typical Soil

25	LL
4	PI
100	%P 10
80	%P200
0	%Gravel
0	%C Sand
20	%F Sand
56	%Silt
24	%Clay
12	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.



	CBR Total Req.	Credit	Actual Thick.	
		4	2	AC (Final)
		7	3½	AC (Treated)
		4½	3	PMBB
SE		16½	16½	Cr Base
NW		15½	15½	" "
SE-32		32	25	
NW-31		31	24	

NOTED
LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by J. W. Yarbrough, Staff Assistant Recommended by Dawkins, Engineer of Materials

Recommended by L. F. Decker, Construction Engineer Approved by Lloyd L. Shaw, Asst. State Highway Engineer

SECTION: EAST MARQUAM INTERCHANGE

HIGHWAY: PACIFIC

COUNTY: MULTNOMAH

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT SE 16,300 / DY 3,500 (Total)

B. Future ADT SE 50,000 / DY 7,000 (Total)

C. Mean ADT SE 33,150 / DY 5,250 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks SE 5 / DY 36 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = SE 2.5% / DY 18% x (C) 33,150 / 5,250 = SE 829 / DY 693

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) SE 829 / DY 693 x (H) 100 / 100 % = SE 829 / DY 693

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= SE = 10.4 / DY = 10.2

SECTION: EAST MARQUAM INTERCHANGE

HIGHWAY: PACIFIC

COUNTY: MULTNOMAH

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made. [illegible]

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: P.C.C. or A.C.
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: Not a problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: [illegible]
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Not a problem

CONCLUSION AND REMARKS:

A.C. is recommended for this section for the following reasons:

Ramp delineation

Easy restoration of possible minor settlement areas.

FORM 5-188

RECEIVED
NOV 6 - 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

E 5-16 (61) = 01

6 & 76

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 5, 1964

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. S. E. Caldwell

Re: PGE Conflicts
E. Marquam Interchange Section
Pacific Highway
Multnomah County

Gentlemen:

Herewith you will find a list of your facilities which conflict with our proposed construction as prepared from information you furnished this office. We have grouped the conflicts in a way which we hope will make it easier for you to prepare an estimate. Please prepare a separate estimate for each group of conflicts.

Herewith you will also find a print of our Drawing #8590-C as revised on October 9, 1964, which shows all but one of the footings in their final location. You have been supplied with sepia prints of this drawing on which you have placed your facilities. Your prints must be updated to show all the revisions we have made since January of 1963.

Your attention is directed to Bent CA6. The drawing submitted herewith shows alternate locations for this Bent. We have not yet completed our negotiations with the Portland Traction Company and if it is found that this Bent may be located at Station "CA" 449+78.56 it will be done and the adjustment of your underground cables and conduits will not be necessary. Therefore, this work must be estimated with the understanding that it may be unnecessary.

The underground facilities as shown on this drawing are those which we have found in the field. It is understood that there may be other facilities discovered during construction which are now unknown to both Portland General Electric Company and the State. Normally, we would require a revised estimate and sketch covering such revisions. In this case, such a procedure would be impractical. Paragraph 11 of our proposed agreement provides for such unforeseen circumstances and we will handle this in the following manner:

NOTED

Our inspector on the project will note in his daily diary when facilities are encountered which are not included in the estimate and note the material and labor necessary to complete the adjustments. He will also make a sketch of how the adjustment was handled. Then, when all the work is completed you should prepare a separate bill for all work not included in the original estimate. With the aid of these diaries we will be able to audit your bill prior to final payment. This procedure has been reviewed and approved by Mr. L. R. Backlund of the Bureau of Public Roads on November 4, 1964.

Please prepare estimates and a sketch for this work in accordance with PPM 30-4, and all supplements thereto, and submit them to this office as soon as possible, since this material is to be included as Exhibit "D" in the proposed agreement, which is now being prepared by our Legal section.

Please do not hesitate to contact the undersigned if you need any further information to assist you in preparing your estimates.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

encs.

cc: Mr. C. J. Irelan - PGE
Mr. C. E. Robertson - PGE

A. W. Parsons - BPR
R. L. Porter
P. M. Stephenson
I. D. Merchant
W. T. Wright
F. B. Klaboe
Jack Hesla

RECEIVED
NOV 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Form 8-60

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

EAST MARQUAM INTERCHANGE

PGE CONFLICTS - LOW VOLTAGE - OVERHEAD

Line	Station	Distance	Direction	Pole No.	Reimbursable	Not Reimbursable	REMARKS
C	442+13	9'	West	346	X		
C	444+18	75'	West	370		X	Overhead Crossing
BD	444+69	28'	East	346 East		X	
CA	446+82	31'	West	374	X		Overhead Crossing
BD	447+49	56'	East	155	X		
CA	449+76	27'	West	164	X		Overhead Crossing
CA	450+06	11'	East	None	X		
C	448+48	112'	West	371	X		Overhead Crossing
C	448+86	60'	East	361	X		
C	450+25	26'	East	286	X		
C & D	452+54	3'	East	304	X		
A & B	450+13	C/L	C/L	313	X		
					10	2	
		State to reimburse PGE 10/12ths cost of this work.					
		PRIMARY AND 600 VOLT DC CIRCUITS - OVERHEAD					
BD	448+70	27'	East	283		X	Overhead Crossing
CA	449+76	27'	West	164	X		
A & B	450+13	C/L	C/L	313	X		
					2	1	
		State to reimburse PGE 2/3rds cost of this work.					

Form B-6

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

EAST MARQUAM INTERCHANGE

REIMBURSABLE PGE CONFLICTS -- UNDERGROUND

Steam, Water, Drain Pipes

Line	Bent	Station of Footing	CONFLICT	REMARKS
BD	CA5 BD4	"CA" 448+17	2-1/2" Steam Line	Must be Protected
D	D18	"D" 449+00.38	1-1/2" Water Line	Must be Protected
C & D	C & D19	"C" 450+26	1-1/2" Water Line	Must be Adjusted
C & D	C & D20	"C"&"D"451+53.50	1-1/2" Steam Line	Must be Adjusted
C & D	C & D21	"C"&"D"452+81	6" Drain Pipe	Must be Adjusted
A & B	A & B1	"A"&"B" 452+30	16" Drain Pipe	Must be Adjusted
A & B	A & B1	"A"&"B" 452+30	4" Soil Pipe and 5' Concrete Sump	Must be Protected
A & B	A & B2	"A"&"B" 451+00	3/4" Water Line	Must be Adjusted
		High Voltage Ducts and Cables		
CA	CA6	449+43	12 Ducts 5 Cables	This will not conflict if Bent CA6 is moved to alternate location at Station 449+78.56
		Low Voltage Ducts and Cables		
C	C & D19	450+26	Aux. Power Undergrnd.	Must be Removed
C & D	C & D21	452+81	Submarine Cable	Must be Adjusted

ADDITIONAL FACILITIES TO BE ADJUSTED - REIMBURSABLE

Line	Station	Distance	Direction	CONFLICT	REMARKS
A & B	450+45 to 450+88	15'	North	PGE Office Building	Must be Moved
C & D	450+56	82'	West	Microwave Tower	Must be Reconstructed

RECEIVED
NOV 4 - 1964

JOHN E. EVERSON
VICE PRESIDENT

FOR FILING
65 76

PBQ&D, INC.
ENGINEERS

25 MAIDEN LANE, SAN FRANCISCO, CALIF. 94108
YUKON 6-2929 TELEX: 03-4763 CABLE PARKLAPSF

Affiliated with Parsons, Brinckerhoff, Quade & Douglas

RECEIVED
NOV 2 1964
LEGAL & RIGHT OF WAY

October 30, 1964

REFERRED TO
Mason
BY DEPUTY STATE HIGHWAY ENGINEER
See me in this please

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Engineer
Salem 10, Oregon

Subject: Portland Railroad Transportation
Evaluation and Appraisal Report

Dear Mr. Porter:

We are enclosing our Invoice #7001 in the amount of $7,814.95, in quadruplicate, as a partial billing for Engineering Services rendered in connection with our contract for the above project.

We trust that you will find this invoice satisfactory, and if there are any questions in connection therewith, kindly advise me.

Very truly yours,

PBQ&D, Inc.

John E. Everson

JEE/hrd/jc
Encls.

cc: J.Schachtman/J.Murray

RECEIVED
NOV 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV - 2 1964
OREGON
STATE HIGHWAY COMMISSION

Orig. to Macnab
w/ both encls.
11-4-64

RECEIVED
OCT 5 - 1967
FGR FILE
I-5-2(41)3.1
6576 Walk

8365

Portland Traction

10-21-64

It is my opinion that there is no damage to the operating property provided operation will be continued after the improvement with a like degree of efficiency as before. We should pay for the ground occupied by the columns supporting the overhead structure.

Further it is my opinion that the remainders are not damaged since they are large enough in themselves to be compared to sales of industrial sites at substantially the same unit value as before.

Bill Snell

Ref. in front of folder

RECEIVED
SEP 24 1964
FOR FILING

I S C (41) 201
6576

Salem, Oregon
September 23, 1964

Rpt. in front of folder

Mr. W. T. Wright
Right of Way Engineer

B U I L D I N G

Attached is a copy of the Portland Traction Company appraisal from Parsons, Brinckerhoff, Quade & Douglas and one from Wyer, Dick & Company.

Will you please give these the usual review and advise me of your findings.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
attach.

BREWSTER, SCHOLZ & BURNETT
MANAGEMENT. APPRAISAL. SALE AND
FINANCING OF LAND AND BUILDINGS
AMERICAN BANK BLDG. PORTLAND, ORE. 97205

WM. L. BREWSTER, M.A.I.
GERALD R. SCHOLZ, M.A.I.
ARVIN A. BURNETT, M.A.I.

JOHN S. BAILY, C.P.M.

227-2654

September 21, 1964

Wyer, Dick & Co.
250 Bellevue Avenue
Upper Montclair, N. J.

Attention: Mr. Charles J. Meyer
Vice President

Gentlemen:

Re: SUPPLEMENT NO. 1
Portland Traction Co. Property
Portland, Oregon

Instructions received by telephone September 18, 1964, were to include the Locomotive Repair Shop in our appraisal of August 30, 1964.

This structure, which had been inspected and photographed along with other improvements considered in the appraisal, is being added subject to all of the conditions, assumptions and limiting conditions of the original appraisal.

I have formed the opinion that the values requested, including the Locomotive Repair Shop, are as follows:

Before Taking Value Estimate	$587,000
Taking and Damages	400,000
After Taking Value Estimate	187,000

Respectfully submitted,

Arvin A. Burnett

Arvin A. Burnett, Member
American Institute of
Real Estate Appraisers

AAB:at

SUPPLEMENT NO. 1

Locomotive Repair Shop
with attached Boiler Room and Oil Storage Room

Located on Tax Lots 7 and 8, east of the Carpenter Shop. (Please see map.)

Description:

140-1/2' x 56-1/2' wood frame building. The west 20' has 12' to 13' ceiling; the east 36-1/2' has 20' to 25' ceiling. There are 2 doors on the south end and 1 door on the north end, of sufficient size to accommodate entrance of locomotives. Floors are concrete with rail tracks and pits to accommodate locomotive service. There is a storage area, a shop area, office area, toilet and washroom. The building was completed in 1948 with subsequent minor additions. Wiring is 110 and 220 single phase, 320 three phase and 600 volet direct current from Portland General Electric Company. Within the main building are 2 jib cranes, each 6,000-lb. capacity, 2 air compressors, each 600 volt, and a 7' x 40" steel tank.

Attached at the north end of the main building is a brick heating plant building with 30" brick flue. Inside is a Pacific steel boiler with Enterprise burner. Underground is a 2,000-gal. fuel oil tank. This heater serves the Locomotive Repair Shop and some nearby smaller structures. Separated by a masonry partition is an oil storage room of concrete block construction. Together, this accessory building combination is 22' x 13-1/2'.

The above is a special purpose building in fair condition. There are no sales or rental data available from comparative sources and the appraisal is made on a cost-less-depreciation basis, as follows:

Replacement Cost	$75,800
Depreciation 16 years @ 2-1/2% = 40% =	30,320
	$45,480
Present Value, rounded to.....	$45,500

PORTLAND TRACTION COMPANY PROPERTY
Portland, Oregon

Before Taking Value Estimate

Block 2:	Land 99,400#	$180,000	
	Affected Improvements	105,000	
Tax Lots (7 & 8):	Land 3.93 acres	171,190	
	Affected Improvements	55,180	
Tax Lot (6):	1.73 acres	75,360	
			$586,730
		Rounded to.....	$587,000

Taking and Damages

Block 2:	Land Damage	$113,596	
	Improvements Taken	105,000	
Tax Lots (7 & 8):	Land Damage	110,644	
	Improvements Taken	55,180	
Tax Lot (6):	Land Damage	15,137	
	Improvements Taken	00	
			$399,557
		Rounded to.....	$400,000

After Taking Value Estimate

Block 2:	Land	$ 66,404	
	Improvements	00	
Tax Lots (7 & 8):	Land	60,546	
	Improvements	00	
Tax Lot (6):	Land	60,222	
	Improvements	00	
			$187,172
		Rounded to.....	$187,000

LOCOMOTIVE REPAIR SHOP

with attached Boiler Room and Oil Storage Room

Tax Lots 7 and 8

Looking southeast

Looking northwest

PORTLAND TRACTION COMPANY

Preliminary Report on Appraisal of
Terminal Facilities at
East Portland, Oregon

Contents of Envelope

A. Preliminary Report

B. Maps accompanying the report.

Map Number

1. Southern Pacific Company plan revised June 23, 1964, showing proposed changes at East Portland.

2. Southern Pacific Company plan dated August 3, 1964 showing proposed changes at East Portland.

3. Hycon map showing Wyer, Dick & Co. preliminary plan for proposed changes at East Portland.

WYER, DICK & CO.

Upper Montclair, New Jersey

August 21, 1964

Copy of Appraisal
to Lindas 8-24-64

PORTLAND TRACTION COMPANY

Preliminary Report on Appraisal of
Terminal Facilities at
East Portland, Oregon

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WYER, DICK & CO.

Upper Montclair, New Jersey

August 21, 1964

Copy of Appraisal
to Lindas 8-24-64

LEGEND

Red shows new work

Yellow shows shift or abandon

Red tint shows easement

Shows S.P.Co. property line

Shows P.T.Co. property lin

To Milwaukie

PLACE

ST.

OVERHEAD VIADUCT

CARUTHERS

ST.

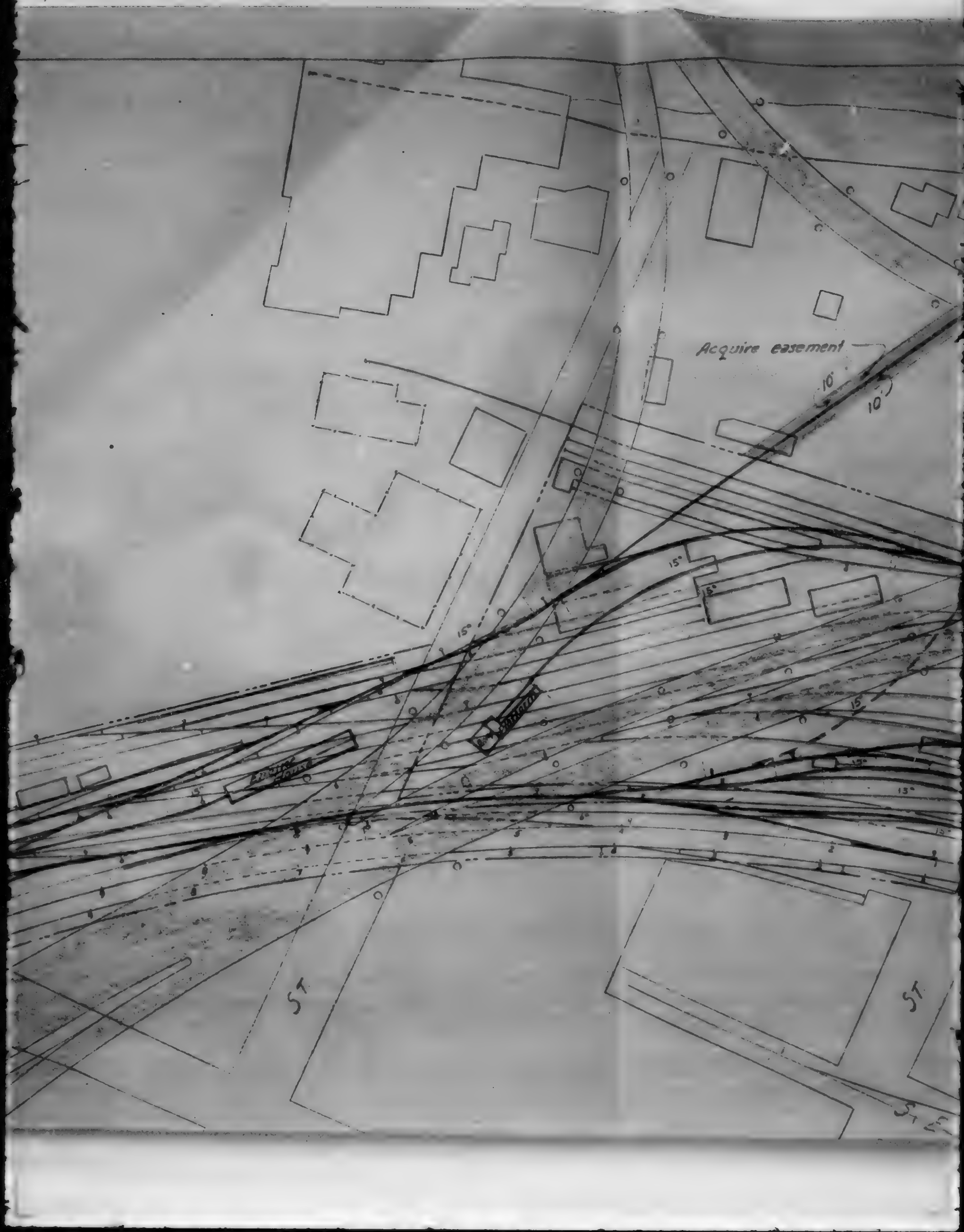
Shift

DIVISION

abandon
ement
rty line
erty line

Shift Whse

ST.


Acquire easement
10'
10'
15'
15'
15'
15'
15'
15'
ST
ST

Top of bank

Harbor Line

Shift Whse

Shift Whse

Pioneer Carloading Co

Atlantic & Pacific Shippers

Future track

Flynn Forwarding Co

Office

15

10

S.E.

ST

BLVD

WATER

HAWTHORNE

CLAY

MADISON

Harbor Line

Shift Whse

Shift Whse

PIONEER CHLORINE

ATLANTIC & PACIFIC SHIPPERS

HAWTHORNE Bridge

ARDING CO

Office

15'

75'

BLVD

S.E.

ST

WATER

HAWTHORNE

MADISON

AVE

S.E.

ST

To Milwaukie
PLACE
ST.
OVERHEAD
VIADUCT
CARUTHERS
DIVISION
S.E.
SIXTH
SHERMAN
SEVENTH
To San Francisco
S.E.

ST.
Shift Wire
ST.
S.E.
ST.
ST.
DIVISION
LINCOLN
GRAND
HARRISON
ST.
GRANT
AVE.
AVE.

15"

15"

15"

10"

ST

STEPHENS

S.E.

THIRD

MARKE

S.E.

ST.

UNION

MILL

S.E.

S.E.

AVE

S.E.

AVE.

Office

BLVD.

S.E.

ST.

HAWTHORNE

WATE

ST.

CLAY

S.E.

SECOND

S.E.

MARKET

S.E.

S.E.

S.E.

AVE.

AVE.

MAP NO.

SOUTHERN PACIF

PACIFIC LI

MAIN LINE

EAST PORT

Proposed chan

East and Marquam

Scale 1"=100'

LGN

Rev

AUG 6 1964

MAP NO. 1

SOUTHERN PACIFIC COMPANY

PACIFIC LINES

MAIN LINE

EAST PORTLAND

1964

Proposed changes
East end Marquam Bridge

Scale 1"=100'

L&H
Rev

Redrawn Feb. 17, 1964
June 23, 1964

PORTLAND DIV'N
DRAWING P-10347-F
SHEET NO. 1

MADISON AVE

MAIN

S.E.

PARKING AREA

SIGN

2' SEWER

N 39°58'30" E 439.23'

N 50°01'30" W 120.00'

S 39°58'30" W 439.23'

S 50°01'30" E 120.00'

Δ = 5°13'21"
D = 15°10'10"
T = 81.57'
L = 162.71'

N 39°58'30" E 80.86'

PARKING

650 ST

1ST

5J

ISON

BLVD.

HAWTHORNE

CONSTRUCTION

3RD

APPROX. 8,000 SQ. FT. LEASED TO P.G.E.

RAMP

UNDER

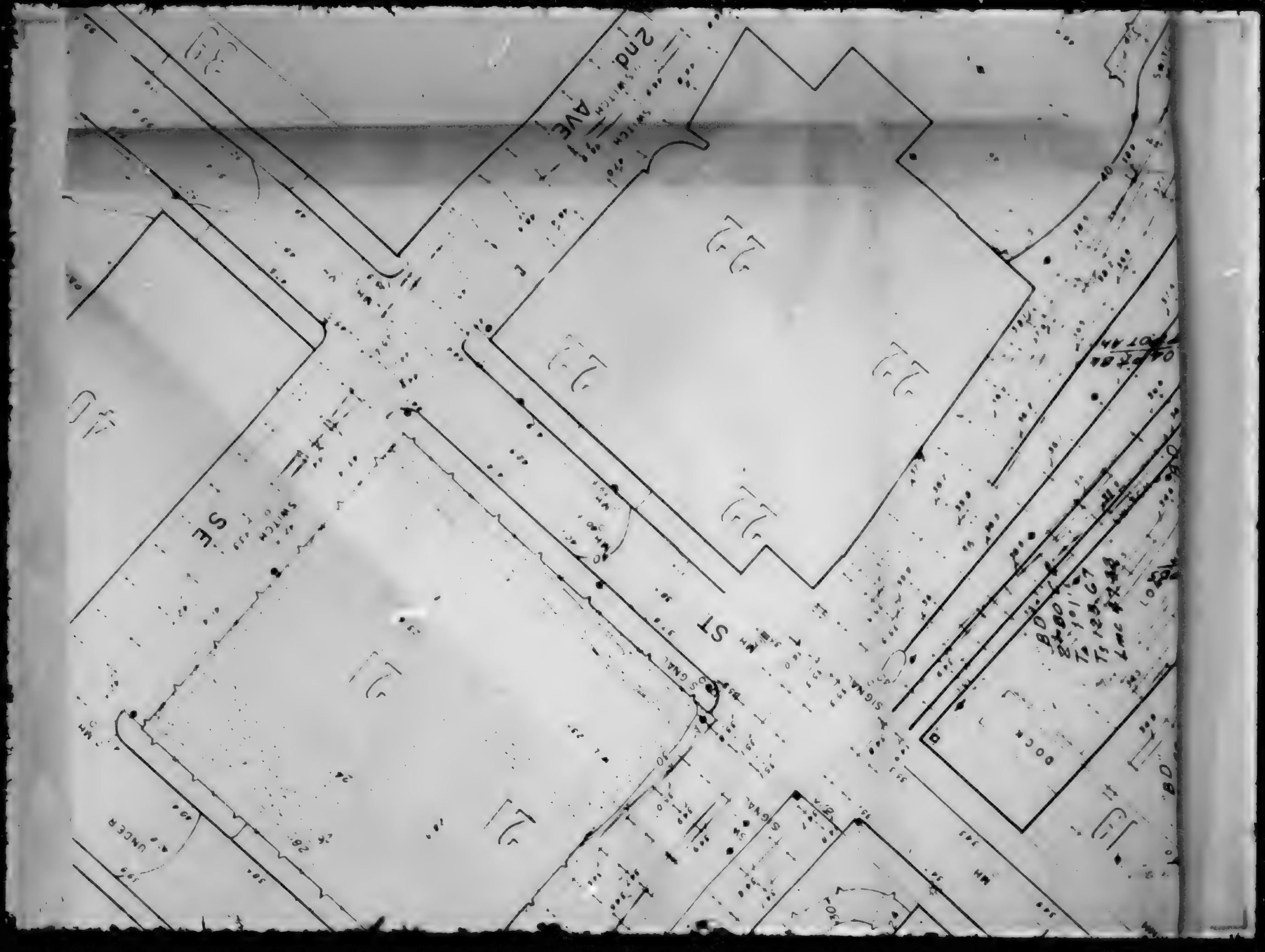
20

WATER

SE

HOLMAN TRANSFER CO.

CLAY


2nd AVE
SE
ST
SIGNAL
SIGNAL
SIGNAL
SWITCH
SWITCH
UNDER
HN
HN
HN

S.E. MARKET ST.

S.E. 2nd AVE.

"GD"
200'SP
A:1.5
S:3°

"CA"
200'SP
A:1.5
S:3°

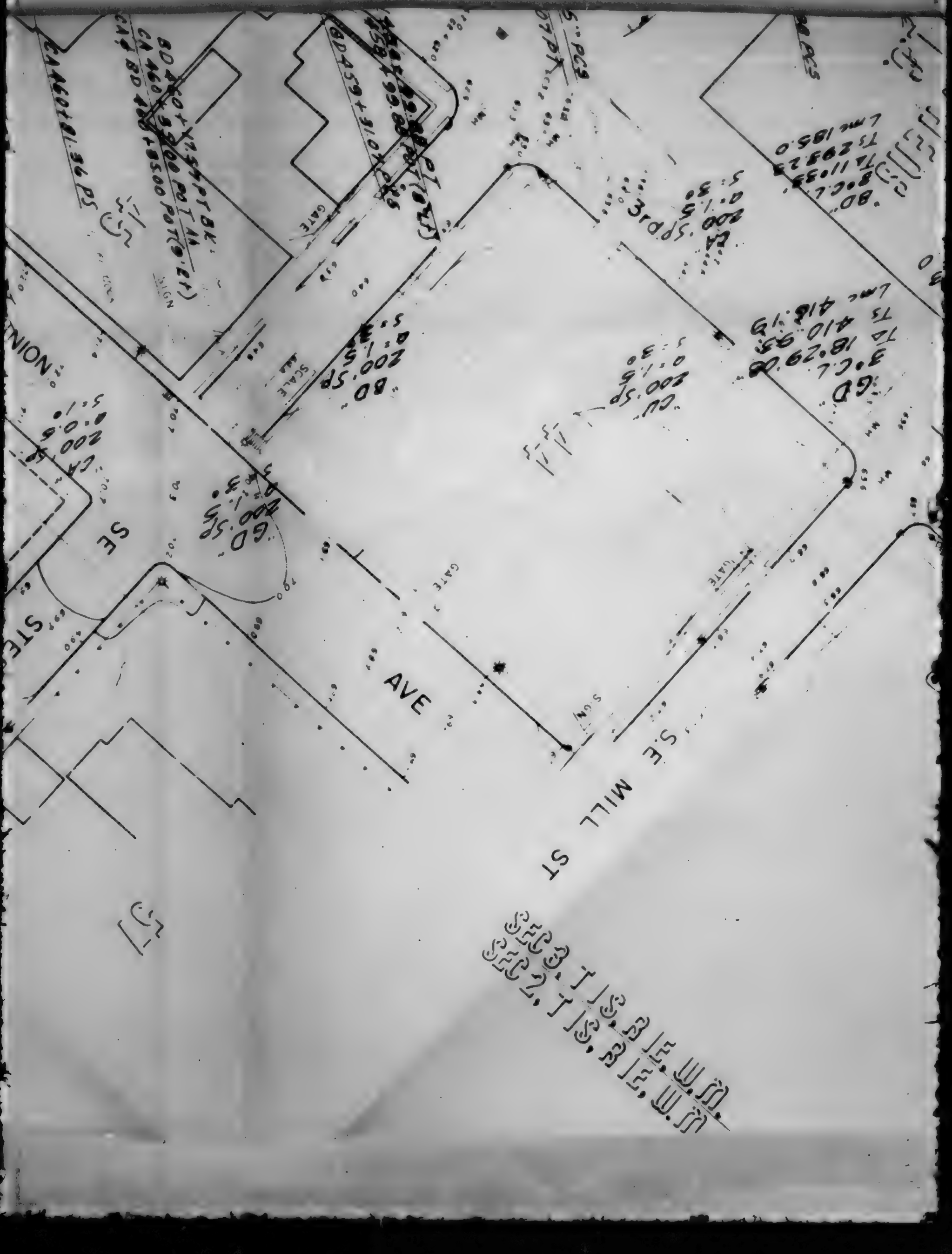
"CA"
3°C.L.
Ta 11°33'
Ts 293.23
Lmc 185.0

"CA"
3°C.L.
Ta 11°33'
Ts 293.23
Lmc 185.0

"CA"
200'SP
A:1.6
S:3°

PARKING AREA

SWITCH


SE MILL ST
AVE
STE
UNION
GATE
SCALE

SE 6th Av

HARRISON ST

GRAND AVE

SE HARRISON

STEPHENS ST

UNION AVE

RUINS

60.5ft
200.5ft
0° 10' 02" E

S 89° 18' 18" E 470.6 ft

S 89° 18' 18" E 470.6 ft

S 89° 18' 18" E 470.6 ft

HARRISON

SE

AVE

ST.

LINCOLN

AVE

AVE

"CA" 200.5p. Δ=10.0 5=20.

"CA" 200.5p. Δ=0.5 5=1.0

80' Prop. Δ=0.5 5=1000.

60' 200.5p. Δ=10.0 5=20.

CA 466+06.86 PCS

BD 464+92.44 PCS

CA 579+87.88

BM-304 (Brass Cap)

CA 468+06.86 PT

BD 468+92.44 PSC

8468+66.91 PS

6th.

S 30°C.E. TA 118.55 TS 373.01 Lmc 150.32

S 428+61.90 PS

S 427+92.88 PT

678,639.902 1,446,901.395

SIGN

PARK

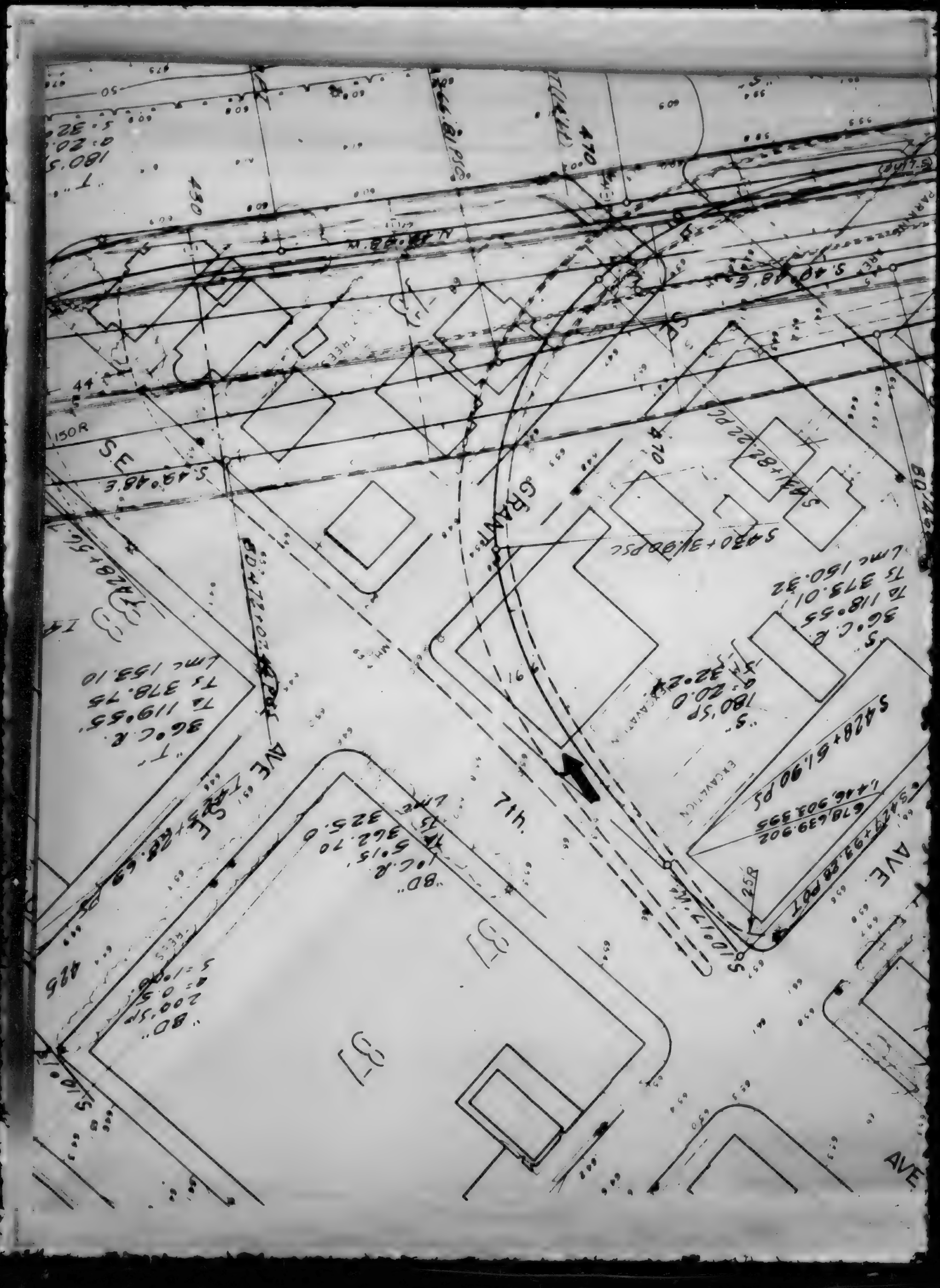
RR

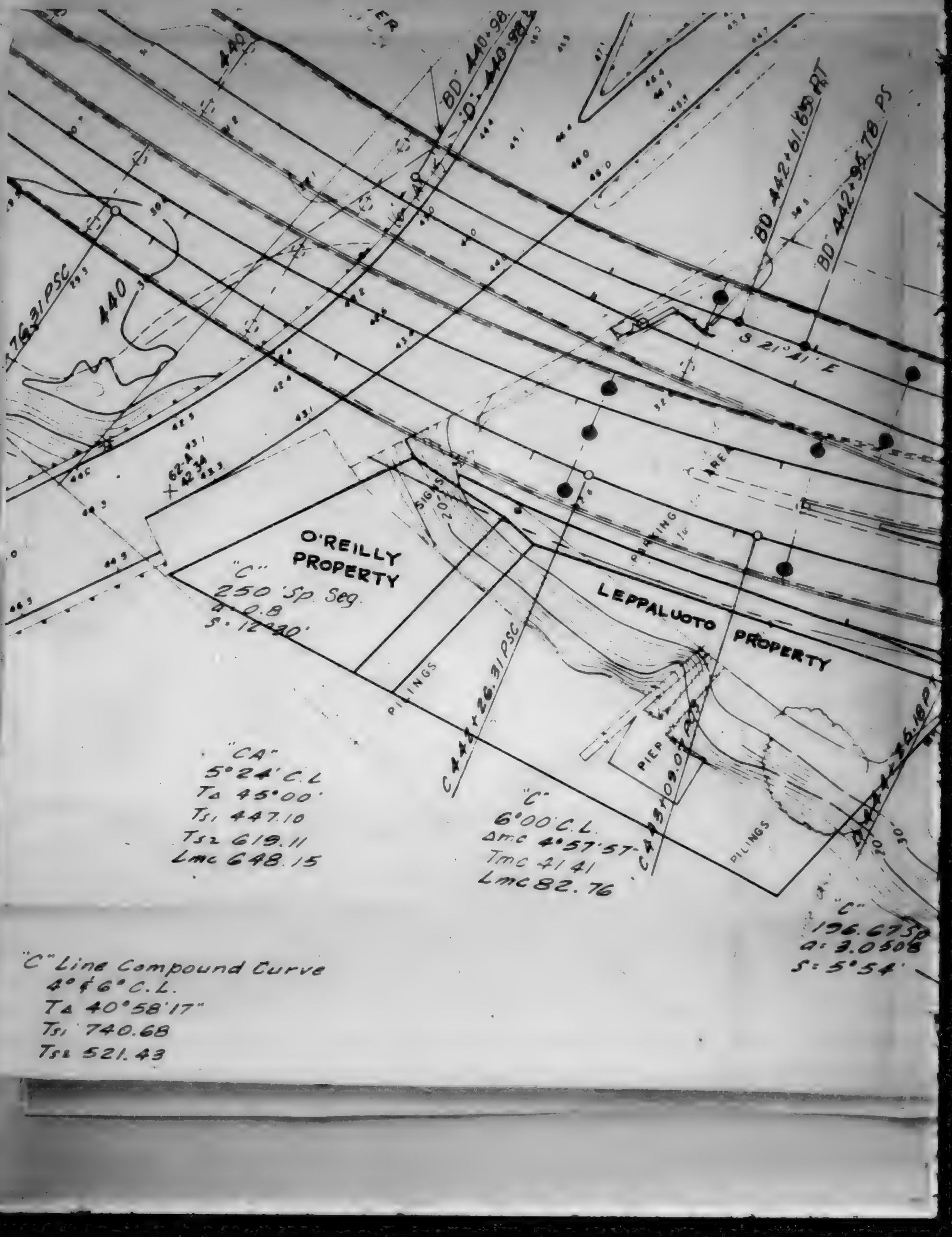
S. 40°48'E.

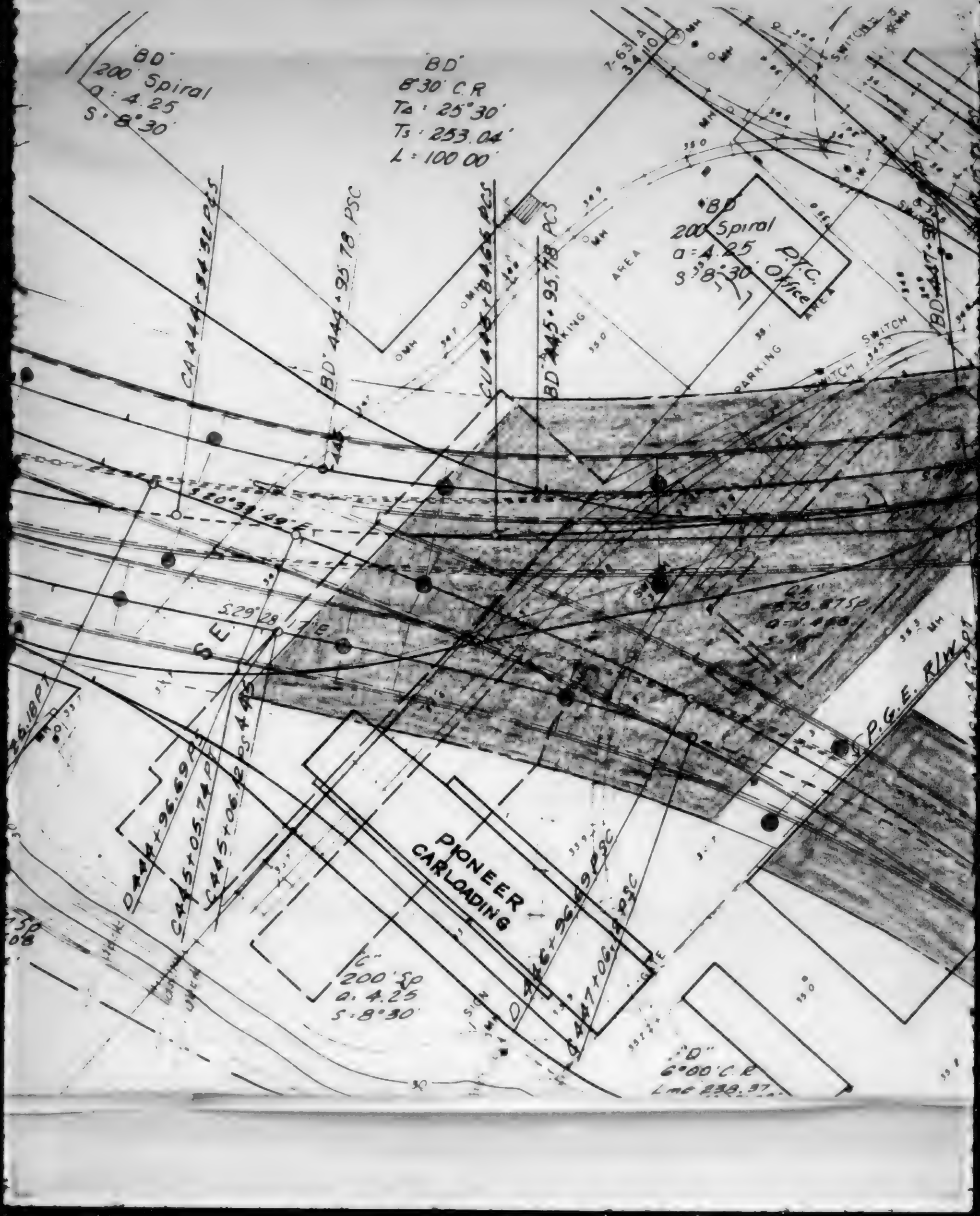
28+14.45

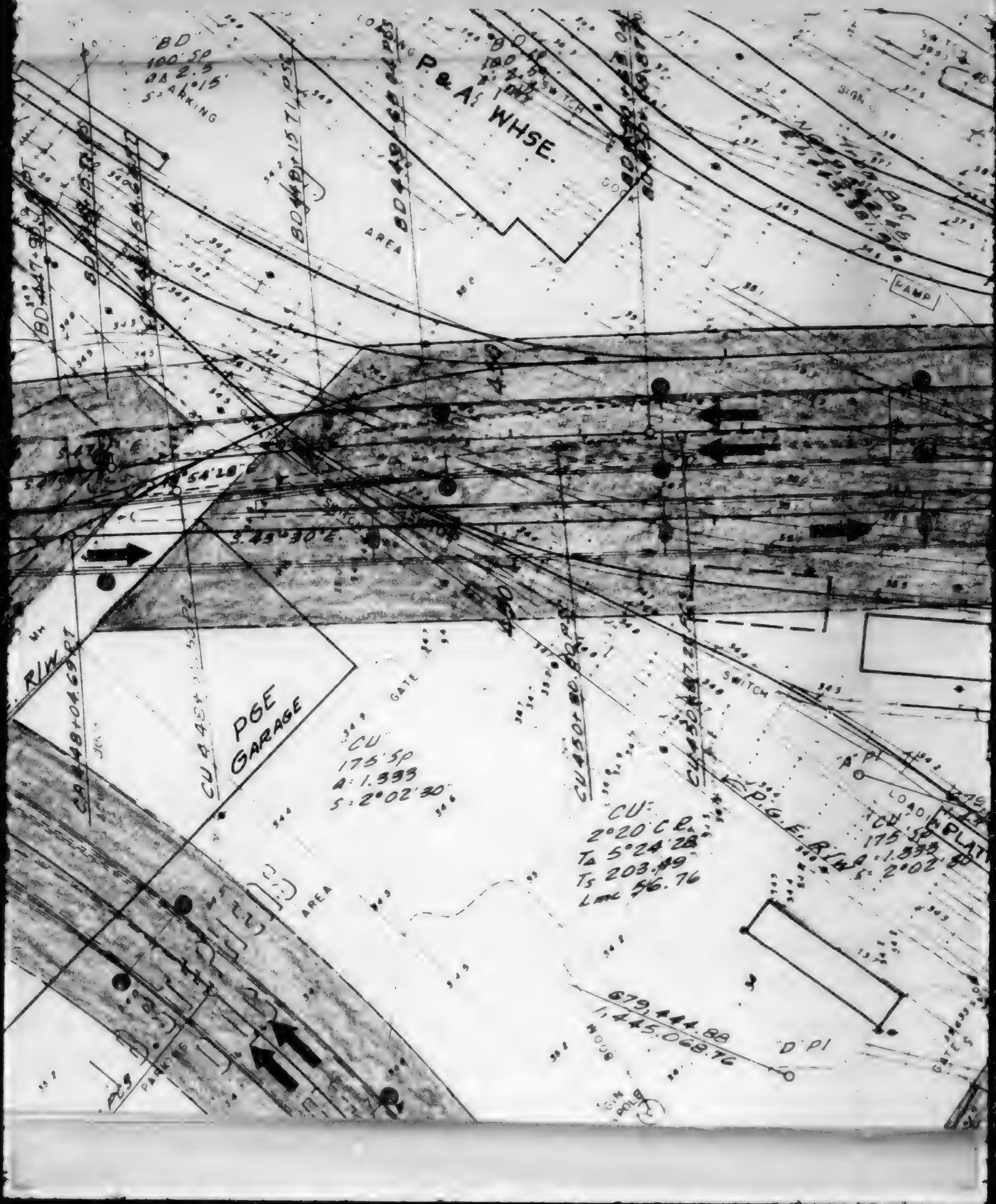
S

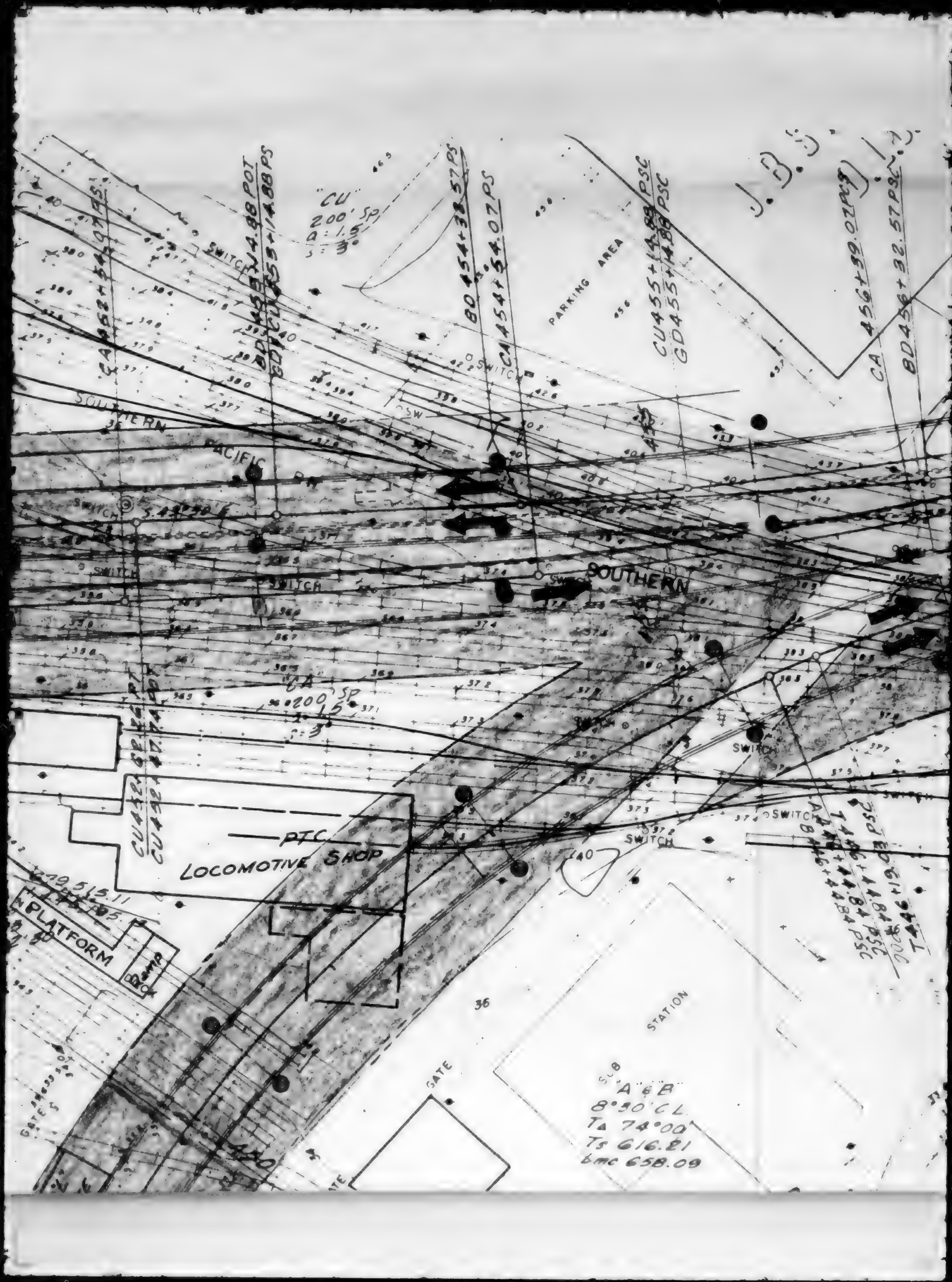
165

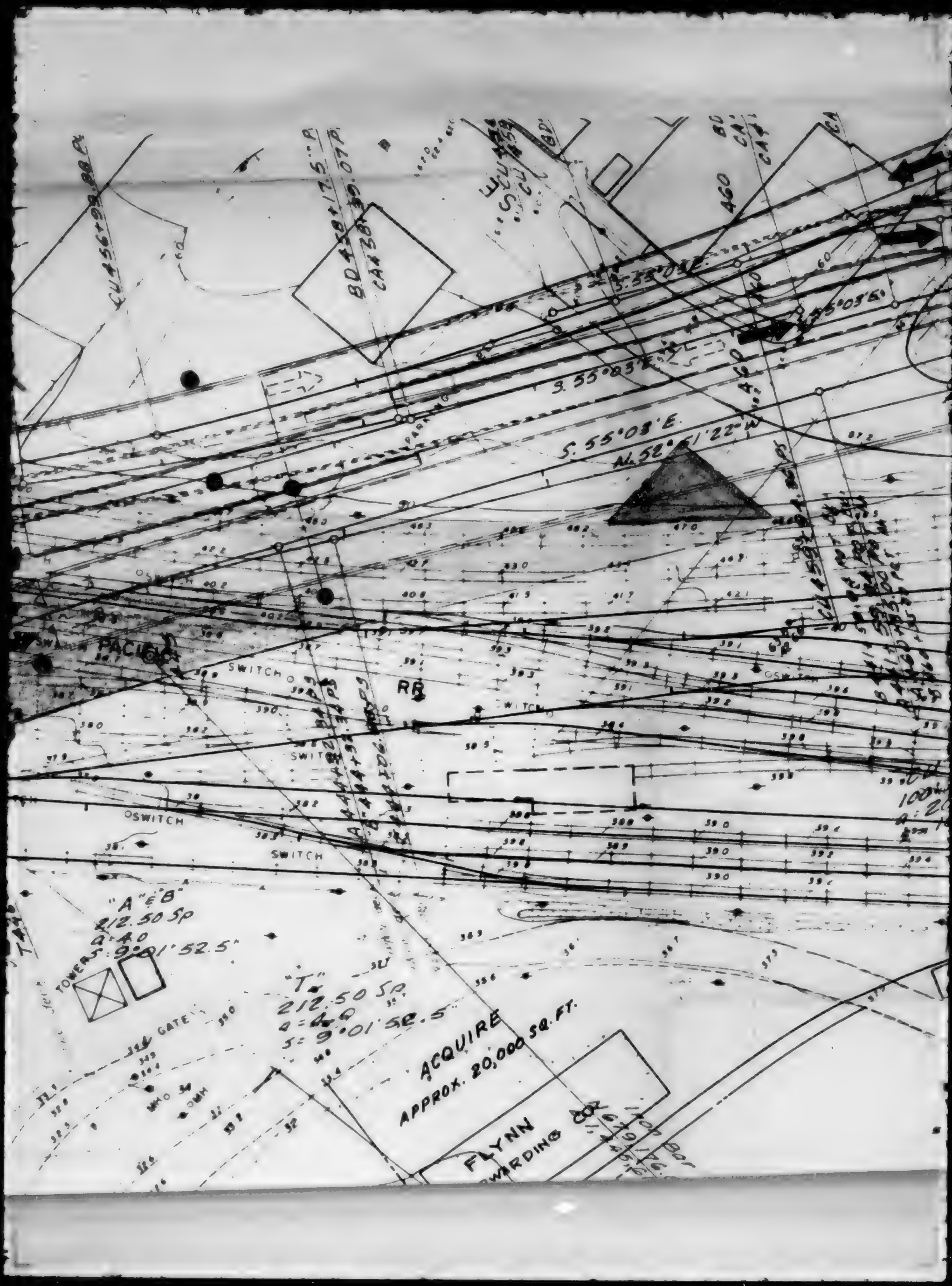

S.49°48'E.
S.40°48'E.
N.88°38'W.
S.10°17'W.
7th.
AVE.
EXCAVATION
GRADE
S428+61.90 PC
S427+93.28 PCT
S430+31.80 PSC
S431+82.22 PC
S428+61.90 PS
L=446.203 33S
D=1°15'
R=4580.70
L=225.0
D=0°15'
R=38196.48
L=153.10
T=378.75
D=0°20'
R=28647.89
L=180.32
T=119.55
D=30°C.R.
T=118.55
D=30°C.R.
T=373.01
L=150.32
D=0°20'
R=28647.89
L=180.32
T=119


ER
440
BD 440+98
BD 442+61.65 RT
BD 442+95.78 PS
S 21° 41' E
76+31 PSC
440
62-A
42.34
SIGN
O'REILLY
PROPERTY
"C"
250' Sp. Seg.
Δ 2.8
S. 12°30'
PILINGS
LEPPALUOTO
PROPERTY
C 442+26.31 PSC
PIEP
C 443+09.01 PT
PILINGS
"C"
196.675P
Δ: 3.0508
S: 5°54'
"CA"
5°24' C.L
Ta 45°00'
Ts1 447.10
Ts2 619.11
Lmc 648.15
"C"
6°00' C.L.
Δmc 4°57'57"
Tmc 41.41
Lmc 82.76
"C" Line Compound Curve
4° & 6° C.L.
Ta 40°58'17"
Ts1 740.68
Ts2 521.43


"BD"
200' Spiral
D = 4.25
S = 8°30'
"BD"
8°30' C.R
Ta = 25°30'
Ts = 253.04'
L = 100.00'
"BD"
200' Spiral
D = 4.25
S = 8°30'
P.T.C. Office Area
PARKING
SWITCH
S80°38'49"E
S29°28'17"E
P.G.E. R/W
PIONEER CARLOADING
"C"
200' Sp
D = 4.25
S = 8°30'
"D"
6°00' C.E
L = 238.37'


BD
100 SP
A= 2.5
S= 15'
S= PARKING
P & A's WHSE.
AREA
RAMP
SWITCH
GATE
PGE
GARAGE
CU
175' SP
A= 1.333
S= 2°02'30"
CU:
2°20' C.R.
Ta 5°24'28"
Ts 203.49
Lmc 56.76
679,444.88
1,445,068.76
"D" PI
"A" PI
P.G.E. R/W
INPLAT
PCS
PARKING
WOOD
GATE


SOUTHERN PACIFIC
SOUTHERN
SWITCH
PARKING AREA
"CU"
200' SP
Δ = 1.5°
S = 3°
CA 452+54.88 POT
CU 455+14.88 PSC
GD 455+14.88 PSC
BO 454+32.57 PSC
CA 454+54.07 PSC
CA 459+60.07 PSC
BO 458+22.57 PSC
CURVE 4° 30' LEFT AHEAD
CURVE 4° 30' RIGHT AHEAD
PTC
LOCOMOTIVE SHOP
PLATFORM
BARRO
STATION
GATE
SUB "A" & "B"
8°30' C.L.
Ta 74°00'
Ts 616.21
bmc 658.09
CA 456+44.84 PSC
BO 456+44.84 PSC
TS 456+20.00 PSC
36
140


S. 55°08'E.
N. 52°51'22"W.
S. 55°08'E.
N. 52°51'22"W.
RR
SWITCH
SWITCH
SWITCH
"A" & "B"
R=12.50 SP
Δ=40°
S=9°01'52.5"
TOWER
"T"
R=12.50 SP.
Δ=40°
S=9°01'52.5"
GATE
ACQUIRE
APPROX. 20,000 SQ. FT.
FLYNN
WARDING
100' Bar

PLATFORM

RAMP

DIVISION

TRANSFORMER

PACIFIC

UNION

PARK

GRAND AVE

"A"
10 C.L.
Ta 5°15'
Ts 362.70
Lmc 325.0

"T"
10 C.L.
Ta 3°05'22"
Ts 252.85
Lmc 105.61

"T"
200' SP
A=0.5
S=10

S.16°22'10"E.

N.10°07'12"E

GD 466 x 76.0 PT

GD 470 + 74.20 POT (9'6")
STA 5 ABOVE

676.2 03.21
1,446 382.12

SWITCHES

PARKING AREA

SE

SE

SE

POLE

TREES

SIGNS

POLE

PARKING AREA

PARKING AREA

POLE

POLE

POLE

"C" Line Compound Curve
4° & 6° C.L.
T_Δ 40°58'17"
T_{S_1} 740.68
T_{S_2} 521.43

196.675'
a: 3.0508
s: 5°54'

SEC 3, T 13 S, R 12 E, W.M.

888,888'

"C"
200' Sp
Δ: 4.25
S: 8°30'
"D"
200' Sp
Δ: 3.0
S: 6°
"D"
6°00' C.R.
Lmc 238.37
"C"
8°30' C.R.
TΔ 80°25'17"
Ts 671.86
Lmc 746.13
"D"
100' Sp Seg.
Δ: 2.5
S: 7°15'
"D"
6°48'30" C.R.
TΔ 71°30'49"
Ts1 695.15
Ts2 610.59
SWITCH
Willamette
LEGEND
- PORTLAND TRACTION CO.
- PORTLAND GENERAL ELECTRIC
- SOUTHERN PACIFIC RAILROAD
- COLUMN LOCATIONS
PROPOSED TRACK LAYOUT
BUILDINGS TO BE MOVED OR RETIRED

679,444.88
1,445,068.76
"D" PI
WOOD
GIN POLE
PARKING
D449+35.06 PCS
C450+46 POC
D450+35.06 PSC
36
PGE RADIO SHOP
PGE WELDING SHOP
30
20
POLES
Approximate location of harbor line
"D"
8°30' C.R.
Δ 35°27'41"
Lmc 417.19
C.R.
49"
PIPE
ER
Upper dec
Lower dec
Lower deck C454+52.25 PCS
Upper deck D454+52.25 PCS
R i v e r
455
455
"D"
200' Sp
A= 4.25
"C"
200' Sp

GATE

SUB "A" & "B"
8°30' C.L.
Ta 74°00'
Ts 616.81
Lmc 658.09

GATE

SWITCH

GATE

MH

SUB STATION

AREA

PARKING

PGE SHIPPING & RECEIVING

PIPE

TANK

A453+02.93 PCS
B453+02.93 PCS

PORTLAND GENERAL ELECTRIC COMPANY
CENTER OF STACK
14437

"A" & "B"
212.50 Sp
A: 4.0
S: 9°01'52.5"

COMPANY

ELECTRIC

CONVEYORS

PIPE

PIPE

PIPES

PIPES

PIPE

GENERAL

CONVEYOR

Upper deck nose 2'± R

Lower deck nose 1'± R

PIER

A455+15.48 PT
B455+15.43 PT

APPROX. ACQUIRE 20.00 SQ. FT.
FLYNN FOUNDRY BUILDING
Iron Bar
N 679,176.05
E 1,445,618.66
CONVEYOR
CONVEYOR
S 80° 55' 55" E
125.81'
S 80° 55' 55" E
158.95'
S 80° 55' 55" E
130.00'
30
32
25
20
10
0
GAS
TEL

2" I.P With Cap
N 678,701.60
E 1,445,629.16

PLATFORM

PLATFORM

PLATFORM

Inman Poulson Lumber Co.

23

23

23

J. B. [illegible]

SWITCH

SWITCH

SWITCH

SWITCH

TOWER

PLATFORM

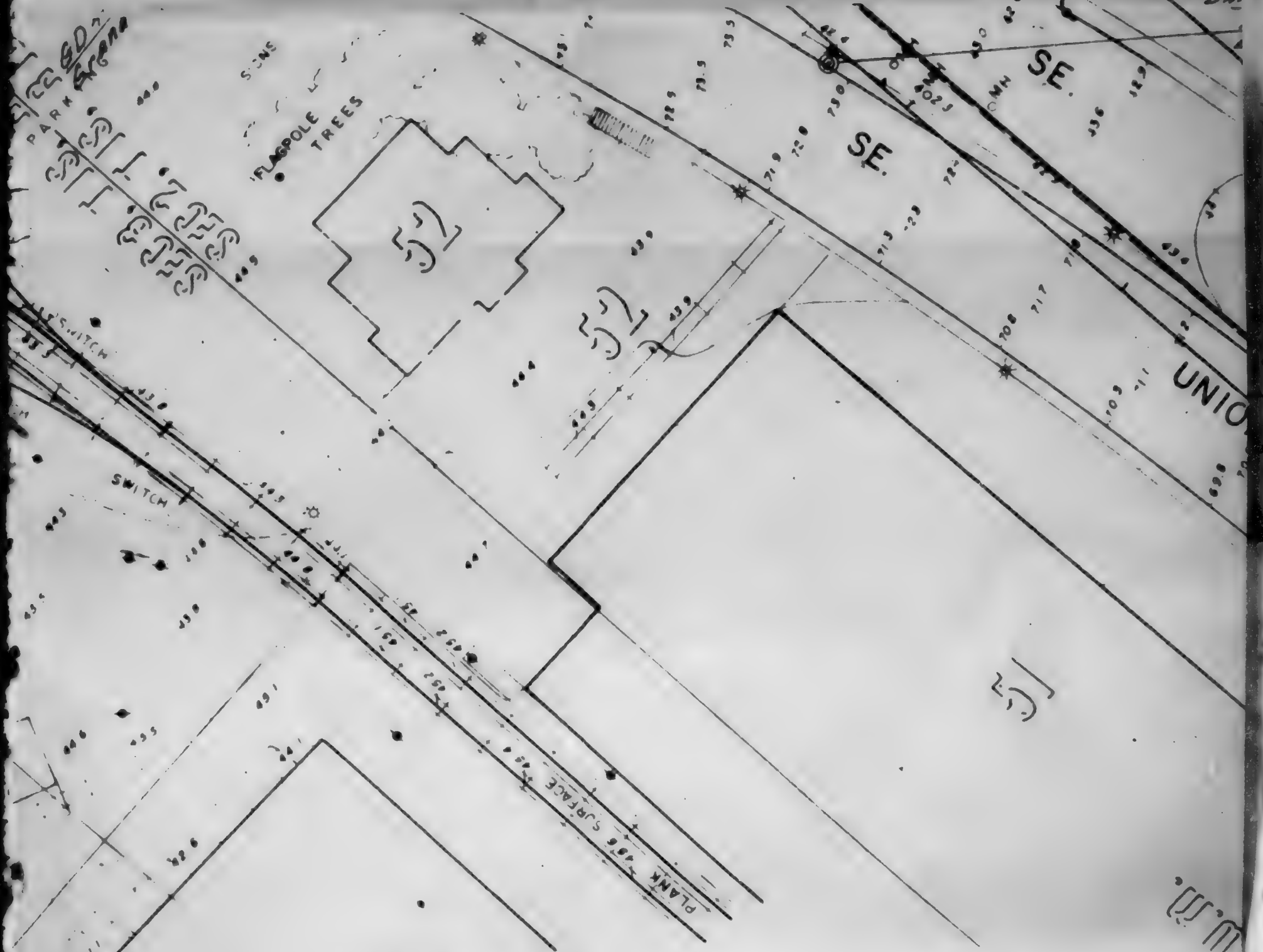
PIPE LINE

CREEK

PLANK SURFACE

TOWER

PROPOSED



MAP NO. 3

SCALE 1" = 50'-0"

PRELIMINARY PLAN

PORTLAND TRACTION CO

PROPOSED RELOCATION OF YARD FACILITIES

EAST PORTLAND, OREGON

AUGUST 19, 1964

WYER DICK & CO. UPPER MONTCLAIR, N. J.

RECEIVED
OCT 21 1964
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-1c(41)

6.5.1c

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 19, 1964

Mr. Waldemar Seton, Vice President
Portland General Electric Company
Electric Building
621 S. W. Alder Street
Portland, Oregon

File No. 28591
East Marquam Interchange Section
East Bank Freeway
Multnomah County

Dear Mr. Seton:

This will confirm the meeting date arranged through Mr. Sullivan of your Land Department on October 28, 1964, at 10:00 O'Clock A.M. in Mr. Irelan's office.

A copy of the proposed Agreement was transmitted to you on October 6, 1964, and we hope to reach an understanding at the October 28 meeting so that a construction contract can be advertised shortly on the East Marquam Interchange area.

Very truly yours,

G. E. ROHDE
Chief Counsel

By D. H. Moehring
D. H. Moehring
Assistant Right of Way Engineer

DHM:gc

cc - General O. E. Walsh
G. E. Rohde
J. J. Smith

NOTED
R. L PORTER

RECEIVED
OCT 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. L. L. Porter

RECEIVED
OCT 7 - 1964
FORTLAND TITLE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH H. FRIDLEY, MEMBER
Wasco

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
October 6, 1964

Mr. Leroy D. Draper
Real Estate Appraiser
305 Title and Trust Building
Portland, Oregon

File No. 28365-Portland Traction
Company
East Bank Freeway
Pacific Highway
Multnomah County

Dear Mr. Draper:

Upon examining your real estate appraisal for Wyer, Dick & Co. on the above numbered file, there are some questions I would like to have cleared:

1. I am unable to find a discussion of market data in respect to the subject property as used to estimate the values of the entire property before the taking. Would you, therefore, kindly furnish me with a narrative explaining the similarities and dissimilarities between subject and sales data. Consider location and best utilization of subject as compared to sales.

2. I am unable to find a narrative discussion describing the remainder parcels after the taking expressing an opinion of the best utilization for the remainder parcels considering them to be vacant and ready for development. Would you please furnish such a narrative providing such information.

3. I am unable to find any narrative discussion of the relative qualities of the Feenaughty remainder of 14,500 square feet in relation to the remainders from the subject property. Please provide me with a narrative discussion of the relative merits of these two properties.

4. You have indicated in your appraisal that the basis for damage against the remaining parcels is that they are small and odd shaped. The smallest of these remainders is 13,860 square feet. The largest one is 41,382 square feet. They are appraised under the premise that they have free passageway underneath the structure and that parking space may be rented in the structure and under-ramp area. On numerous occasions I have discussed this problem of odd shaped areas being undevelopable with industrial engineers. They continue to advise

me that an odd shaped piece can be developed economically and effectively under proper planning. Would you, therefore, give me a narrative discussion explaining in detail the reasons for the high damage expressed to the remainder properties.

Very truly yours,

G. E. ROHDE
Acting Chief Counsel

By

CARL E. SMITH
Appraisal Supervisor

CES:jis

Enclosure

cc Mr. G. E. Rohde
Mr. R. L. Porter ✓
PBQ&D, Inc.

Mr. L. L. Porter

FORM E-122X BOM 5-62

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OCT 2 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
SALEM
DAVID B. SIMPSON, MEMBER
PORTLAND

E 6 (41) 2

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 1, 1964

Mr. Arvin A. Burnett
Brewster, Scholz & Burnett
1333 American Bank Building
Portland 5, Oregon

File No. 28365-Portland Traction
Company
East Bank Freeway
Pacific Highway
Multnomah County

Dear Mr. Burnett:

Upon examining your real estate appraisal for Wyer, Dick & Co. on the above numbered file, there are some questions I would like to have cleared:

1. I am unable to find a discussion of market data in respect to the subject property as used to estimate the values of the entire property before the taking. Would you, therefore, kindly furnish me with a narrative explaining the similarities and dissimilarities between subject and sales data. Consider location and best utilization in this narrative.

2. I am unable to find a narrative discussion describing the remainder parcels after the taking showing any reasons for lack of utility of the remainder parcels, nor have you indicated what highest and best use is to be made of the remainders. Would you please furnish me with a narrative providing this information.

3. I am unable to find any narrative discussion of the three sales of smaller parcels as they relate to the quality and the highest and best use of the five sales of larger parcels. Since you have estimated your rate of damage upon this premise, would you please provide me with a narrative discussing fully these relationships and how you arrive at the 50 percent damage.

4. You have demonstrated values of buildings by dividing gross prices for properties by the square foot area of certain buildings. It would seem to me that it might be better to separate the land from the building and thus find the price for the building. I say this because the amount of land devoted to the different buildings is never seemingly identical and thus we come out with what appears to me to be an inconsistent multiplier or unit value.

Would you please write a narrative giving further information to this process and showing the identical factors involved.

5. You have indicated in your appraisal that this damage of 50 percent is based upon the fact that these remainders are small and irregular shaped, so just for the fun of it, I took my square and scale and found that in Block 2 on the westerly portion I would be able to get one building with about 12,000 square feet that would be rectangular in shape and an "L" running from that building which would be about 4,000 square feet with considerable area left for parking and with the possibility that whoever bought and operated this business would be able to avail himself of additional parking space under our ramps. I have some difficulty in comparing an irregular, "paring knife" shaped piece of land with an almost perfect parallelogram of 28,000 square feet upon which can be constructed 14,000 to 16,000 square feet of building with parking space left.

6. You have also used a sale in Block 41, Steven's Addition, Phoenix Iron Works to Sanford in 1956 for $4,000, 10,000 square feet. You state: "Old buildings of no value." Would you please re-examine this and verify for me if these are old buildings that are not being used.

Very truly yours,

G. E. ROHDE
Acting Chief Counsel

By

CARL E. SMITH
Appraisal Supervisor

CES:jis

Enclosure

cc Mr. G. E. Rohde
Mr. R. L. Porter
Wyer, Dick & Co.

RECEIVED
OCT 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 5 - 1967
FOR FILING

I-5-6 (41) 30

CHARLES J. MEYER
VICE PRESIDENT
6576

WYER, DICK & CO.
TRANSPORTATION CONSULTANTS
250 BELLEVUE AVENUE
UPPER MONTCLAIR, N. J.
744-5600
AREA CODE 201

September 25, 1964

Mr. Forrest Cooper,
State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

Dear Mr. Cooper:

Supplementing our letter of September 22, 1964, we are forwarding three copies of Supplement No. 1 dated September 21, 1964, to the Appraisal Report of Brewster, Scholz & Burnett which includes an appraisal of the Locomotive Repair Shop of the Portland Traction Company at Portland, Oregon.

Very truly yours,

C. J. Meyer

Enclosures 3.

RECEIVED
SEP 28 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 10 1964
FOLDING

CHARLES J. MEYER
VICE PRESIDENT

WYER, DICK & CO.
TRANSPORTATION CONSULTANTS
250 BELLEVUE AVENUE
UPPER MONTCLAIR, N. J.
744-8600
AREA CODE 201

September 22, 1964

Mr. Forrest Cooper,
State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

Dear Mr. Cooper:

We are forwarding three copies of the real estate appraisal of Brewster, Scholz & Burnett dated September 17, 1964, involving properties of the Portland Traction Company at Portland, Oregon.

Our review of the appraisal report indicates that it includes the information outlined in Items 2 and 3 under "Things to be Done by Consultant," in the contract dated August 27, 1964. We did note, however, that the appraisal report does not include a before and after value for the Locomotive Repair Shop, a portion of which falls within the boundary of the proposed taking. The new plan submitted by the railroad eliminated the proposed trackage on P.G.E. property which makes possible retention of the Locomotive Repair Shop at its present location. However, it is our understanding that in a condemnation proceeding the State might insist upon removal of this building from the right-of-way of the structure. We have, therefore, asked Mr. Burnett to furnish an addendum to his report covering the before and after value of this facility and will forward it to you as soon as it is received.

Port of

The appraisal report does not contain the alternate appraisal which is the subject of Item 4 under "Things to be Done by Consultant" as this phase depends upon our final plan for relocation of the facilities. We are deferring further work regarding this phase pending the outcome of negotiations suggested in our preliminary report and your instructions.

If you feel that there is anything further we can do at this time to conclude the transaction at the earliest possible date and with a minimum of expense, we would be happy to assist you.

Very truly yours,

C. J. Meyer

OREGON STATE HIGHWAY DEPARTMENT

Legal and Right of Way Division

INTER-OFFICE COMMUNICATION

RECEIVED
OCT 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

To R. L. Porter

File No.

From Wright

Date 10-1-64

Subject Portland Fraction land appraisals

Attached is preliminary review of appraisals by Carl Smith. I've been over the matter with him and think he has a point — severance damages appear unrealistically high.

Hope you'll give us a few more days to allow conference with appraisers. Documentation won't pass federal inspection in my opinion.

JOVO

State Printing 11990

COMMENTS REGARDING THE APPRAISALS OF MR. ARVIN BURNETT AND MR. LEROY DRAPER ON THE PORTLAND TRACTION COMPANY

To: Mr. Walter T. Wright
Right of Way Engineer
O f f i c e

File No. 28365-Portland Traction Company
Russell Street-Curry Street Section
Pacific Highway
Multnomah County

The comments here relate to the before and after appraisals made by Mr. Draper and Mr. Burnett. No consideration has been given to the alternate plans submitted by PBQ&D, Inc.

A thorough study was made of the before and after figures submitted in each appraisal. The reason for a far more excessive figure in Mr. Draper's appraisal of the subject before the taking is because he has included all of the land and Mr. Burnett has included only those portions which were affected. By reducing the two appraisals to the affected portions only, the appraisers are reasonably close in the before value, the after value, and the value of the taking. This reflects only the cost approach and has not taken into consideration the income or the market data approach.

Both appraisers have assumed that the land is vacant and ready for development for industrial purposes under zone M-3.

In an effort to justify the damage to the remainder, Mr. Draper has used a sale by Feenaughty which is located at the Belmont off-ramp on the East Bank Freeway. It was necessary for the owner also to acquire the southerly half of this block to avail himself of adequate access-ability and adaptability. This later fact was not included in his consideration of the sale. This is the only evidence submitted by Mr. Draper that the remainder parcels should be depreciated by some 50 percent.

Mr. Burnett justified his remainder value by selecting three sales which occurred in 1952, 1954, and 1955 of scrappy, irregular properties of about 6,500 square feet or less and compared those to some prime sales in the vicinity of the Morrison Bridge of the same dates. He states, in effect, that if this were true that small odd shaped parcels sold at about half the price of larger rectangular properties in the middle to early 1950's, that it could be expected to be true today. In other words, he has assumed that everything has stood still except the price. This is quite contrary to the facts and the trend.

Mr. Burnett has used an unusual method of finding the square foot value of a building which probably explains one of the reasons why his value of the Pioneer Building is far afield from the value placed by Mr. Draper on the building.

I have no particular quarrel with the over-all values in the before situation, but I am thoroughly convinced that the values in the after situation are completely invalid. Each appraiser has declared an approximate 50 percent damage against affected parcels in the remainder, because of the fact that they are irregular in shape and thus difficult and expensive to develop.

My lack of concurrence with the appraisers can best be demonstrated by the remainder parcel lying to the west of our bridge in Block 2 which is the present location of the Pioneer Transfer and the Pacific and Atlantic Distributor Buildings. This remainder has 28,000 plus square feet lying at the 35 foot elevation and some 7,000 square feet sloping into the river but to the east of the harbor line. The fact that access is open under the ramps makes this remainder parcel substantially as useful in the future as it is today. Under the assumption that the land is vacant and ready for development. This particular parcel could easily square out a 10,000 to 15,000 square foot area which, except for location, would be just as good as those parcels used by both appraisers in demonstrating the value of the land before the taking. The only difference in location is a few blocks to gain entrance to the Morrison Street Bridge or the Marquam Bridge when completed. I doubt if this would seriously affect the market value of this remainder.

Unless the appraisers can give me more substantial reasons then they have, I am in complete disagreement with 50 percent damage. I believe that this is not only true of this particular portion of the remainder but it is true of all other portions of the remainder.

I am at this time proceeding to request the appraisers to make a more specific reference between sales and remainder parcels, to make a re-examination of their sales data, to find all of the facts relating to it, to resubmit their sales relating to the subject property along with a proper sales map, and I also am asking Mr. Burnett to make a more specific explanation of his use of certain sales for the development of the evaluation of some buildings.

Also, I am taking steps to have Mr. Miles, an industrial engineer, give me an opinion with exhibits of maps to illustrate how this remainder land can best be utilized industrially and what, if any, utility is lacking in these remainder parcels that causes them to be less desirable than other industrial lands in the nearby area.

Because of the fact that I am not completely satisfied with the after values submitted by the appraisers, I have taken no steps to examine the remainder values in relation to the alternate plans submitted by PBQ&D, Inc.

CARL E. SMITH
Appraisal Supervisor

CES:jis

PRELIMINARY REPORT

PORTLAND TRACTION COMPANY

Appraisal of Terminal Facilities at

East Portland, Oregon

Wyer, Dick & Co.

Upper Montclair, New Jersey

August 21, 1964

PORTLAND TRACTION COMPANY

Preliminary Report on Appraisal of
Terminal Facilities at
East Portland, Oregon

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Appendix	
A. Mr. A. W. Parsons' letter of June 30, 1964 to Mr. Forrest Cooper	
B. "Relocation Alternate" estimate which which accompanied Mr. Cooper's letter of January 20, 1964 to Mr. Parsons.	
Sketches	
1) Suggested relocation of Portland Traction Company facilities at East Portland based upon Southern Pacific plan dated August 3, 1964.	
2)	
3)	
4)	

WYER, DICK & CO.
TRANSPORTATION CONSULTANTS
250 BELLEVUE AVENUE
UPPER MONTCLAIR, N. J.
744-8500
AREA CODE 201

August 21, 1964

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Pursuant to verbal agreement with Mr. Porter, Deputy State Highway Engineer, at Salem, August 13, 1964, we are submitting our preliminary report in connection with an appraisal of the damages to the Portland Traction Company resulting from proposed construction of the East Marquam Interchange designated as Oregon Project I-5-6(14)301.

Our preliminary plan for the proposed relocation of railroad facilities, working under the ground rules supplied to us, would reduce the total estimated cost of the project by $177,500 or about 28 per cent below "Relocation Alternate" estimate adjusted to July 27, 1964. Our plan is discussed in detail in the body of the report and is shown on Map No. 3 included in the envelope.

Subsequent to beginning our assignment, we were provided with a new proposal submitted to the Highway Department by the involved railroads, including Southern Pacific Company Drawing P-18903-F dated August 3, 1964. It was necessary to correct this plan as to column locations, top of bank and harbor line, and a corrected plan designated as Map No. 2 is included in the envelope. These corrections resulted in

minor location changes for the office building and the unloading platform which are reflected on Map No. 2.

We have analyzed the new railroad proposal and have shown four alternatives on sketches at the end of our report. In our opinion the new proposal:

1. Contains major concessions as to proposed building locations and track changes;
2. Indicates a change in attitude and a desire to resolve the problem;
3. Is in accord with the ideas expressed by Mr. Parsons in his letter of June 30, 1964, addressed to you, which is included in the report as Appendix A;
4. Is substantially less expensive than any of the previous plans;
5. Is a practicable plan which provides advantages not only for all parties directly involved, but also for PGE and Holman Transfer Company;
6. Provides an opportunity for further negotiations leading to possible settlement with minimum further delay; and,
7. Lends itself to substantial additional cost reduction if a negotiated settlement would waive the 15-foot rule with respect to location of structures, which seems entirely practicable in this instance.

We therefore strongly recommend acceptance of the new railroad proposal modified to the extent shown on Sketch No. 4 as a basis

for a negotiated settlement. Based upon these recommendations, the estimated cost of the project would be $293,800 or 47 per cent less than the adjusted relocation estimate contained in your letter of January 20, 1964, to Mr. Parsons included in the report as Appendix B. The calculations and methods used in support of our recommendations are outlined in detail in the body of the report.

Confirming our understanding with Mr. Porter, we are agreeable to suspension of any further work on this assignment pending the outcome of further negotiations and your desires to have us proceed with the original assignment. In accordance with instructions from Mr. Klaboe, Mr. Brewster, who is handling the real estate appraisal, has been advised to continue his work and it might be necessary for us to provide him with some additional information subsequent to this report. We would be most happy to cooperate with you in every possible way to minimize our fees and expenses.

During the development of our work, we found it necessary to request various data from the Portland Traction Company and your staff. We received full cooperation from every officer and employee from whom we sought assistance, and we wish especially to express our thanks and appreciation to F. B. Klaboe and D. E. Sturmer.

Our report follows.

Respectfully submitted,

Wyer, Dick & Co.

WYER, DICK & CO.

PRELIMINARY REPORT

PORTLAND TRACTION COMPANY

APPRAISAL OF TERMINAL FACILITIES AT EAST PORTLAND, OREGON

GENERAL

The Portland Traction Company handles freight only and reports to the Interstate Commerce Commission as a Class II common carrier railroad. Based upon the 1963 Form C report to the ICC, it operates about 36 miles of road all within the State of Oregon consisting of one line extending between East Portland and Boring, a branch line extending between Linnemann Junction and East Gresham and a line between Golf Junction and Oregon City.

The major yard and terminal facilities are located at East Portland and include about five miles of yard, team and industrial trackage, repair facilities, truck scale, an office building and three warehouses leased to others. Portland Traction Company has direct connections with the Southern Pacific and Spokane, Portland and Seattle at East Portland and interchanges traffic with the following roads at that location:

Road	Route
Southern Pacific	Direct
Union Pacific	via SP
Spokane, Portland & Seattle	Direct
Great Northern	via SP&S
Northern Pacific	via SP&S
Oregon Electric	via SP&S

Direct interchange is also made with Southern Pacific at Oregon City. Based upon railroad statistics by month for the year 1963, the total interchange volume at East Portland may be summarized as follows:

	Cars		
	Loads	Empties	Total
From SP to PTC	5,286	3,354	8,640
From PTC to SP	3,097	4,191	7,288
From SP&S to PTC	2,204	519	2,723
From PTC to SP&S	822	1,931	2,753

Shown below are selected statistics taken from Oregon PUC Statistics of Railroad and Express Companies for the years 1959 to 1962 inclusive and the 1963 annual report to the ICC.

	1959	1960	1961	1962	1963
Revenue					
Freight (A)	$1,027,105	$1,206,384	$1,086,192	$1,091,258	$ 939,534
Other	28,721	18,501	15,457	13,925	7,288
Total	$1,055,826	$1,224,885	$1,101,649	$1,105,183	$ 946,822
Net Income	$ 198,948	$ 262,939	$ 43,044	$ 197,071	$ 141,795

(A) Includes switching revenue

Prior to 1962 the traffic manager of the railroad maintained records showing Portland Traction Company gross freight revenue received from the freight forwarders occupying the three warehouses at East Portland. Based upon these records and his estimates for the years 1962 and 1963, the following table summarized freight forwarder freight revenue as compared to total freight revenue for the latest complete five year period:

Gross Freight Revenue

Year	Forwarder	Total	% Forwarder to Total
1959	$ 237,789	$ 1,027,105	23.2%
1960	277,935	1,206,334	23.1%
1961	244,433	1,086,192	22.5%
1962	191,000	1,091,258	17.5%
1963	143,600	939,534	15.2%

Gross freight revenue received by the railroad from the handling of freight forwarder business for the same five year period for each warehouse is shown below:

Gross Freight Revenue

Year	Pioneer	Flynn	P & A	Total
1959	$ 77,132	$ 58,381	$ 102,276	$ 237,789
1960	129,263	64,085	84,587	277,935
1961	124,517	63,016	56,900	244,433
1962	123,000	39,500	28,500	191,000
1963	119,000	20,000	4,600	143,600

All of the freight forwarder business is inbound and is received in interchange from other lines at East Portland. The number of cars received by warehouse is shown in the following table:

No. of Cars Received

Year	Pioneer	Flynn	P & A
1959	825	312	1,175
1960	1,038	656	918
1961	1,063	768	570
1962	867	722	154
1963	878	736	155

There are two reasons for the decline in freight forwarder revenues in 1962 and 1963. Pacific and Atlantic Shippers, a freight forwarder, conducted its operations in the P & A warehouse during 1959,

1960, 1961 and a portion of 1962. In June of 1962, P & A Shippers consolidated its operations with National Carloading Company and transferred to the National facility located in another section of Portland not served by Portland Traction Company. The decrease in P & A warehouse estimated revenue from $28,800 in 1962 to $4,400 in 1963 for the same number of cars handled was due to a shift in the types of revenues received from line haul to switch. The tariff switching charge is $19.88 per car and the Portland Traction Company line haul division is usually from four to six times greater. In 1962, only 28 cars were handled in switch service compared to 128 in 1963.

The present annual rental received from the warehouses is $7,796, and the terms of the warehouse leases as determined from the lease files are:

Pioneer Warehouse

Effective 12/1/59, 4,161 square feet of warehouse and 619 square feet of office leased to Pioneer Carloading Company at rental of $130 per month.

Effective 6/1/62, 185 square feet of office leased to Riverview Transfer Company at rental rate of $20 per month.

Portland Traction Company furnishes heat and water.

Lessees furnish electricity.

Flynn Warehouse

Effective 7/15/59, 5,540 square feet of warehouse, office and toilet leased to Flynn Forwarding Company at rental rate of $102.90 per month. Lease silent as to utilities which are furnished by Portland Traction Company.

P & A Warehouse

Effective 9/1/56, 10,280 square feet of warehouse leased to Holman Transfer Company at rental of $285 per month. Effective 3/2/64, 3,000 square feet of warehouse leased to Superior Fast Freight at rental of $120 per month. Effective 7/1/57, 928 square feet of office leased to Dale G. Webber Company at rental of $92.80 per month. Portland Traction Company furnishes heat and water. Lessees furnish electricity.

The entire ownership of rolling stock consists of two 600 horsepower switching locomotives purchased in 1952 and 1953, two steel underframe cabooses and one company service car.

Effective April 2, 1962, Southern Pacific and Union Pacific, both of which are common carriers, acquired equal joint control of Portland Traction Company by purchase of all of the issued and outstanding capital stock from Portland Transit Company at a price of $4,275,000, subject to increases or decreases as specified in the purchase agreement dated February 20, 1961. This transaction was approved by the Interstate Commerce Commission December 19, 1961, in Finance Docket No. 21564. As of December 31, 1968, Portland Traction Company had 84,490 common shares outstanding. As of the same date, there were no debt securities or other liens. It is not known to what extent, if any, either of the two parent companies might have pledged Portland Traction Company common shares as collateral in other transactions.

PRESENT OPERATION

Interchange with the SP&S is accomplished on the single track Water Street lead north of Clay Street. The SP&S engine shoves cars to the interchange location in the vicinity of Salmon Street and is met by a Portland Traction Company engine which pulls the cars to the Portland Traction Company yard just south of Clay Street. The Portland Traction Company engine then shoves the delivery to the Water Street lead, and the SP&S engine returns to the SP&S yard. Interchange is made at least once about 6:30 a.m. daily except Sunday.

The Southern Pacific main line and right-of-way adjoin the east edge of Portland Traction Company property between Clay Street and Lincoln Avenue. The physical interchange connection is located near Stephens Street and three tracks are designated as interchange tracks which are used by both roads for receipts and deliveries. The "Pole" track has a capacity of 16 cars and is owned by Portland Traction Company. The "SP Interchange" track has a capacity of 12 cars and is owned by Portland Traction Company, but a portion is located on land owned by Southern Pacific. The "Southern Pacific Extension" track has a capacity of 16 cars to the signal circuit fouling point and is owned by Southern Pacific. Southern Pacific makes from four to six deliveries daily, and Portland Traction Company delivers at least three times Monday through Friday, and at least once on Saturday and Sunday.

Portland Traction Company operates one yard assignment and two road trains. All assignments have four-man crews, originate and terminate

at East Portland, and can perform both yard and road service. The yard assignment has a starting time of 5:30 a.m. and works daily except Saturday and Sunday. This crew handles interchange, spots team and industrial tracks including the Milwaukie Industrial District and makes up the two road trains. One road crew goes on duty at 4:00 p.m. Monday through Friday and operates to Boring and return performing local switching at Lents, Gresham, Boring and intermediate points. The other road crew goes on duty at 8:00 p.m. daily. This crew performs work at East Portland and then operates to Oregon City and return performing local switching at Oregon City and intermediate points. This crew also handles the Southern Pacific interchange at Oregon City.

The main train and classification yard is located between Clay and Harrison Streets and consists of four tracks, the longest of which has a capacity of 89 cars. South of the main train yard there are two main tracks used as lead and running tracks and three storage tracks. A scale track lies between the main tracks and storage tracks.

PROCEDURE AND BASIS OF STUDY

After beginning field work on this assignment July 27, 1964, a written request was submitted to the Superintendent of Portland Traction Company outlining the basic data requirements as to physical properties, operations, revenues, expenses and volume of traffic handled. All of the data relating to revenues, volume of traffic and track have been furnished. The only major items outstanding are the ICC valuation information by property accounts for depreciable property and the detailed estimate for the cost of track changes.

All information furnished by the railroad was reviewed with railroad officers and checked for accuracy either by referring to source documents or on the ground field inspection. Any errors noted were directed to the railroad's attention and corrected. All physical properties between S. E. Clay and S. E. Division Streets have been inspected by walking inspection not less than twice. Each track and turnout was inspected to verify weight of rail in place and condition of track elements.

In some instances it was necessary to get additional data in greater detail than was originally anticipated. For example, revenue and interchange data furnished by months for 1963 indicated that July was the peak month followed by October. Daily records were requested for these two months from which the number of cars in each train arriving and departing each day was recorded along with other items relating to train crews. The volume of interchange at East Portland for the two peak months was also determined for each of the two connecting roads by days, by direction, by delivering time and the number of loads and

empties in each delivery. This information was taken from the official interchange reports used for per diem settlements signed by the agent of the delivering carrier and countersigned by the agent of the receiving carrier. This information was used later to determine track capacity requirements.

Thus far we have spent a total of 16 man days on the properties of the Portland Traction Company.

During the first week of our work we also reviewed all of the Oregon State Highway Department files at Portland furnished by Messrs. Klaboe and Sturmer. Copies of relevent correspondence, estimates, prints and aerial photographs were requested and furnished.

Prior to review of the State's files we were furnished:

1. A copy of Mr. Parsons' letter to Mr. Cooper dated June 30, 1964, included in the report as Appendix A, which contains the following sentence in the next to last paragraph: "The consultant should be given latitude to recommend any other plan that would solve the relocation problem at less expense than the presently proposed plan."
2. A copy of the Southern Pacific plan dated June 23, 1964 included as Map No. 1 in the envelope.
3. Copies of Hycon maps showing various data.

It is our understanding that the "expense" of the "presently proposed plan" referred to in Item one above is shown on the sheet entitled "Relocation Alternate" which accompanied your letter of January 20, 1964, to Mr. Parsons and indicates a total cost of $657,340. This estimate is included in the report as Appendix B. After reviewing the files

we recognized that subsequent to January 20, 1964, your staff had not only refined some of the figures shown in the "Relocation Alternate" but had prepared additional estimates based upon new assumptions and new information both of which reduced the estimated cost of the project by $31,400. It is also our understanding that the Southern Pacific plan on Map No. 1 reflects the adjustments made by your staff. We believe that our basis for comparison should include all adjustments prior to July 27, 1964. The following sheet shows the adjusted amounts as compareddto those shown on the "Relocation Alternate".

	Relocation Alternate	Adjusted To 7/27/64
Grading, Paving, Drainage, Etc.	$167,270	$114,670
Move P & A Building	79,165	79,165
Move Pioneer Building	41,530	41,530
Move Flynn Building	46,515	46,515
Portland Traction Company Office Building	37,000	31,000
Locomotive Repair Shop	30,000	30,000
Value of Carpenter Shop	4,500	4,500
Value of Snowplow Shed	3,000	3,000
Value of Storage Building	5,000	5,000
Track changes	129,260	129,260
Easement costs	12,500	12,500
Property Costs		
Leppaluoto & O'Reilly parcels	17,500	17,500
City of Portland	19,100	19,100
One-half of vacated Market Street	---	3,900
Sub Total	$592,340	$537,640

Additional Costs to PGE Company

Move pole Yard	$ 49,200	$ 49,200
Easement	15,800	24,700*
Garage Storage Building	---	6,700
Relocate Gasoline Tanks	---	7,700
Sub Total	$ 65,000	$ 88,300
Total	$657,340	$625,940

* Based upon 12,350 square feet at $2.00 per square foot for land and damages to remainder.

BASIC CONSIDERATIONS

The proposed highway alignment of the East Marquam interchange is shown on Map No. 3 included in the envelope. Within the limits of Portland Traction Co. property the highway would be carried on an overhead steel structure supported by reinforced concrete one level and two level bents. The minimum clearance between top of ground and underside of ramp structure is estimated at 42 feet.

The bents consist of from one to three columns which vary in diameter from six to eight feet. The column footings are rectangular and vary in size from 14'-0" by 19'-0" to 16'-6" by 22'-6".

The proposed taking of Traction property shown in green on Map No. 3, would be based upon the highway structure occupying an air easement with the owner's use of the airspace under the structure limited to use for railroad operational yard trackage and vehicular parking.

Proposed column locations shown in red on Map No. 3 either intersect existing railroad trackage and facilities at various locations or reduce track clearance to less than standard as prescribed by the Oregon Public Utility Commission. Eight columns are located within the limits of the four track classification yard, four are located in the interchange area and ten involve other trackage. Three columns pass through the P&A warehouse and the east end of both the Pioneer warehouse and Traction office building are intersected by a single column.

It is assumed that the highway alignment is fixed and the proposed column locations are the most economical as far as the cost of the structure is concerned. However, it is understood that minor

changes in column locations would be considered if they resulted in overall economies.

The proposed colum locations would require rearrangement of Traction trackage and facilities if it is to continue to conduct its business as a common carrier in a safe and efficient manner.

The major consideration involves relocation of the three warehouses presently occupied by freight forwarders who contribute a substantial amount to the railroad's annual freight revenues. Forwarder business is highly competitive and each firm endeavors to provide the best possible service. The present location is particularly desirable for service to customers west of the Willamette River because it is only one block from the ramp leading to the Hawthorne Bridge. Since no direct access is proposed from this area to the new Marquam Bridge, relocation of the warehouses south of the existing location would involve longer trucking distance to Portland. Relocation of the existing buildings in the same general area is somewhat complicated by lack of available property, city water and sewer mains, permissable track curvature, vehicular parking requirements, maintenance of service to other railroad customers, the narrow width of usable property remaining between the west edge of the highway structure and the top of slope of the east bank of the Willamette River, and a desire to maintain a 15 foot clearance between the edge of the highway structure and the relocated railroad buildings. Possible relocation of buildings in vacant areas south of Harrison Street would involve acquisition of land and economical site selection is limited to some extent by soft sub-soil conditions.

The rearrangement of trackage is less involved but is to some extent limited by proposed column locations.

PRELIMINARY PLAN

The ground rules as stated to us at the beginning of the study included the instructions contained in Appendix A and the further requirement that a 15 foot clearance be maintained between the edge of the highway structure and any adjacent building.

Our preliminary plan is shown on Map No. 3 and the proposed relocation of buildings and rearrangement of trackage is indicated by heavy black lines. Many other alternatives were investigated prior to selection of this plan.

In our opinion, space limitations and permissible track curvature preclude any possibility of relocating any two of the three warehouses west of the highway structure in the vicinity of Clay Street without track access over Portland General Electric property and the necessity of some river fill. The available land area can accommodate any one of the three warehouses, but the required tail track for switching eliminates the P & A warehouse from further consideration. The Pioneer building was selected for this area to minimize moving costs and save construction time.

The Pioneer building has four car spots for ordinary 40 foot box cars and the suggested track arrangement would require a switch-back movement, which is quite common in the railroad industry, although it does have some limitations. Approximately 210 feet of tail track would be required. The curvature shown on the plan is limited to a maximum of 15 degrees. Some additional tail track could be obtained by increasing maximum curvature to 17 degrees and moving the building

toward the river, which we recommend. This arrangement not only eliminates the Portland General Electric track easement and river fill, but also eliminates the purchase of the O'Reilly parcel and the major portion of the Leppaluoto parcel.

The relocation of the P & A building as shown in Block 19 would be at least as convenient to the Hawthorne Bridge as the present location, and would also be close to the Holman Transfer Company, the present lessee. Two warehouse tracks are provided and the existing covered dock is retained. During our first contact with the railroad, we understood they were reserving this area for a future piggy-back facility, but we have since learned that they have given up that idea because of the limited space available for expansion.

The proposed location of the unloading dock now occupying the proposed site of the P & A building is shown just west of the enginehouse. This area formerly had a dock and existing tracks and track centers would be used.

Vacant property in the Stephens Addition belonging to Portland General Electric was selected for the site of the Flynn warehouse. The July, 1964, issue of "Bullseye", the Portland General Electric magazine, at Page 6 states that effective June 30 the Station L steam generating plant was placed on "cold" standby. We were also advised by Superintendent Adams that the railroad was offered first refusal of the parcel involved. We recommend that test borings be made to determine sub-soil bearing qualities. The proposed location as compared to that shown on Map No. 1 would eliminate the taking of City owned property, the possibility of having to use foundation piling and interference with the Risberg Trucking Company.

Approximately 20,000 square feet of Portland General Electric land would be required at a unit cost slightly higher than that estimated for the acquisition of City property. We have used $1.25 per square foot in our estimate. The cost of providing utilities would also be slightly higher.

It may well be that the railroad would assist in obtaining the land by trading a parcel north of Clay Street presently leased to Portland General Electric. This parcel contains about 8,000 square feet and due to its more desirable location would probably be worth at least 12,000 square feet in the Stephens Addition.

Elimination of the proposed trackage across Portland General Electric property and rearrangement of other trackage makes possible continuing use of the existing enginehouse and storage building containing the trainmen's locker room.

The existing double track at the south end of the yard is retained which eliminates four new turnouts and related track.

The total Portland Traction Company track ownership between Clay and Division Streets is 27,004 feet, or 5.11 miles of which 22,491 feet, or 4.26 miles is in use. Under this plan the railroad would have 19,490 feet or 3.69 miles.

The land areas involved would be:

Area of easement to the State	3.06 Acres
Area of easement to Portland Traction Co.	1.32 Acres
Area of usable land to be deeded to Portland Traction Company	
PGE property - 20,000 square feet	0.46 Acres
Market Street - 1,560 square feet	0.04 Acres
Area in river to be deeded to Portland Traction Co.	
Market Street - 1,040 square feet	0.02 Acres

The estimated changes in costs as related to the adjusted relocation alternate would be:

Costs Eliminated

1.	Grading, paving, drainage, etc. Rock fill in river	$ 48,100
2.	Locomotive repair shop	30,000
3.	Value of storage building	5,000
4.	Track changes	20,000
5.	Property cost	
	Leppaluoto & O'Reilly parcels	12,000
	City of Portland	19,100
6.	Added costs to Portland General Electric	88,300
	Total Eliminated	$217,500

Costs Added

1.	Grading, paving, drainage	$ 5,000
2.	Fireproof structure over locomotive repair shop	10,000
3.	Portland General Electric land for Flynn warehouse	25,000
	Total Added	$ 40,000
	Net Costs Eliminated	$177,500

The above figures are subject to some refinements, but in our opinion, no significant changes are anticipated.

ANALYSIS OF SOUTHERN PACIFIC PLAN

DATED AUGUST 3, 1964

Subsequent to beginning our assignment, we were provided with a new proposal submitted to the Highway Department by the involved railroads shown on Southern Pacific Co. Drawing P-18903-F dated August 3, 1964, which is Map No. 2 in the envelope.

This plan contains major concessions as to proposed building locations and track changes as compared to the plan shown on Map No. 1. The new plan eliminates the track easement over PGE property, the expense of replacing the locomotive repair shop and storage building, and major track changes. However, it does not eliminate the fill in the Willamette River. This fill would be required to accommodate a proposed addition to the west end of the Pioneer building.

The column locations, top of slope and harbor line were in error on the new plan and, as a result of corrections for these items, it was necessary to adjust the locations of the facilities at the foot of Clay St. The major location adjustment is in connection with the Pioneer building which is shown as extending beyond the corrected harbor line.

The revised locations of buildings, plus the necessity of correcting the errors in the railroads' new plan, provides an excellent opportunity to negotiate further changes in locations of facilities and further reductions in costs in this area, provided the State would be willing to waive the 15-foot rule in a negotiated settlement. Included

at the end of the report are four sketches indicating possible alternatives. The layout shown on Sketch No. 4 provides the maximum cost reduction, the minimum construction delay, the least inconvenience to PTC customers, and eliminates the necessity of acquiring any land belonging to others.

The layout shown on Sketch No. 4 contemplates the following:

1. Retain Pioneer building at its present location and remove the 10'-6" office portion from the east end to accommodate bent C-16. If the railroad insists, add 10'-6" of office space at the west end. This would retain the same number of freight car and truck loading spots as at present.
2. Retain the westerly 120' of the existing P&A building as a replacement for the Flynn warehouse which would be removed.
3. Provide a new metal building 40' X 280' to replace the existing P&A warehouse. The 18' reduction in width of the new building as compared to the present building would permit service by two tracks instead of one shown on the railroads' plan. In fact, the additional track is already in place, and would only require 14', which would add four additional feet to the truck turning area.
4. Provide a new office building and a new unloading dock.

Under this proposal a small portion of the east end of the Pioneer building, the east end of the remaining P&A building and the south end of the locomotive repair shop would be underneath the structure.

However, this would not be inconsistent with what is proposed for the garagelocated on the adjoining PGE property and a fire station including a fire boat is located only one block away. Our cost estimates include allowance for fireproofing the two warehouses and fireproofing the underside of the structures over all three buildings.

In our opinion the track layout shown on the railroads' new plan represents a realistic appraisal of the requirements for operating purposes. As scaled from the print, the PTC ownership would be 19,510 track feet or about 7,500 feet less than their present ownership and about 3,000 feet less than they are presently using. The car capacities of the "SP interchange" and "SP extension" presently used for interchange purposes would be reduced by a total of seven cars for the two tracks. The car capacity of the longest classification track would be reduced from 19 to 16 cars. Thennew plan contemplates retention of trackage with rail sections as light as 56# per yard.

The railroad has never submitted a detailed estimate supporting the lump sum figure of $129,260 contained in Mr. Williamson's letter of December 18, 1963. In our opinion the proposed track changes shown on Map No. 1 would not over run this amount and would probably be somewhat less depending upon the weight of rail section used and the size of turnouts. The minimum size turnout recommended for new construction is a No. 7 with a lead curve of about 15.30. The estimated cost of the track changes shown on Map No. 2 would be a minimum of $30,000 less than the original estimate for Map No. 1.

If it is assumed that the judgment award in a condemnation proceeding would be based upon the theory of making the railroad "whole", the track costs would be increased by an estimated

$100,000 which represents the cost of replacing 7,500 feet of track and related turnouts. In addition, it would probably be necessary to purchase land upon which to place the trackage. A negotiated settlement might avoid these expenditures.

The land areas involved on Map No. 2 as modified by us would be confined to the following easements:

Area of easement to the State	3.06 Acres
Area of easement to PTC	1.32 "

Based upon the new railroad plan as modified by our suggested alternative shown on Sketch No. 4, the total cost of the project would be reduced by an estimated $293,800 or 47%. The adjustments included in the total reduction are itemized in the following table:

Costs Eliminated

1.	Grading, Paving, Drainage, Etc.	$ 80,190
2.	Moving P&A Building	79,165
3.	Moving Pioneer Building	41,530
4.	Moving Flynn Building	46,515
5.	Locomotive Repair Shop	30,000
6.	Value of Storage Building	5,000
7.	Track Changes	30,000
8.	Property Cost	
	Leppaluoto & O'Reilly parcels	17,500
	City of Portland	19,100
	One-half of vacated Market St.	3,900
9.	Additional Costs to PGE	88,300
	Total Costs Eliminated	$441,200

Costs Added

1.	New P&A Building	$ 93,100
2.	Pioneer Building changes - Restore east wall, west end addition and fireproof building	10,400
3.	Existing P&A Building - Restore east wall and fireproof building	8,000

4. Fireproof Structure	
Over Locomotive repair shop	10,000
Over Pioneer and remaining portion of old P&A Building	25,900
Total Costs Added	$147,400
Net Costs Eliminated	$298,800
Adjusted Relocation Alternate	$625,940
Per Cent Reduction in Costs	47%

OTHER CONSIDERATIONS

1. Mr. Parsons' letter to Mr. Cooper dated June 30, 1964, included in the report as Appendix A, states in Item 4 on Page 2 that the warehouses should be considered as non-operating railroad property and appraised on that basis.

This subject was further discussed with Messrs. Porter, Rhode and Klaboe in Salem August 13, 1964, and it is our understanding that the question as to property classification would ultimately be decided by the Courts. In such proceedings it may well be that the element of use rather than ownership would govern and that the Pioneer and Flynn warehouses would be considered comparable to any other industry served by the railroad along its lines because the railroad does not use any of the facilities of the buildings for the handling of its own business. However, the railroad does use the warehouse facilities of the P & A warehouse for the handling of its own less-than-carload merchandise traffic.

2. In connection with the present use of the warehouses, there is another very important aspect that was not mentioned in any of the correspondence reviewed and apparently has not been previously considered. Freight forwarders are considered common carriers and are subject to the provisions of Part IV of the Interstate Commerce Act as administered by the Interstate Commerce Commission .

Section 410(a) [49 U.S.C. § 1010] reads in part, "No person shall engage in service subject to this part unless such person holds a permit, issued by the Commission, authorizing such service;. . ." The freight forwarders presently doing business in the three warehouses are listed below along with their ICC permit numbers which were obtained from the ICC's Portland office.

	ICC FF Permit No.
Pioneer Warehouse	
Pioneer Carloading is a division of Universal Dist. & Carloading Co.	43
Flynn Warehouse	
Flynn Forwarding Co. is a division of Starr Forwarders, Inc.	53
P & A Warehouse	
Acme Fast Freight	72
Coast Carloading Co.	82
New Hampshire Shippers Association	Exempt
Sheldon Forwarding Co.	61
Universal Dist. & Carloading Co.	43
Superior Fast Freight	56

Section 410(i) reads as follows, "No freight forwarder which is controlled by, or under common control with, a common carrier subject to part I, II, or III of this Act shall abandon all or any portion of its service subject to this part unless and until there shall first have been obtained from the Commission a certificate that such abandonment is consistent with the public interest and the national transportation policy declared in this Act. Any such abandonment contrary to the provisions of this paragraph may be enjoined by any court of competent jurisdiction at the suit of

the United States, the Commission, any commission or regulating body of the State or States affected, or any party in interest; and any such freight forwarder or any such carrier controlling or under common control with such freight forwarder which, or any director, officer, receiver, operating trustee, lessee, agent, or person acting for or employed by such freight forwarder or carrier who, knowingly authorizes, consents to, or permits any violation of the provisions of this subsection shall upon conviction thereof be punished by a fine of not more than $5,000."

We have not attempted to determine which of the freight forwarders presently doing business in the three warehouses is controlled by, or under common control with, a common carrier subject to parts I, II or III of the ICC Act. Such a study would be time consuming because of the many prior transactions involving acquisition of one company by another. For example, Pioneer Carloading Company is a division of Universal Carloading and Distributing Company which, in turn, is owned by United States Freight Company, a holding company. The New York Central Railroad, a common carrier subject to part I, has 49.56 per cent beneficial interest in U. S. Freight Company (Vol. 260 ICC Reports, page 83). The details of New York Central beneficial interest in U. S. Freight Company are fully discussed in "Nicholsen Universal SS Company Ownership," (248 ICC 43).

Flynn Forwarding Company was assigned ICC Permit No. FF 115 and all of its rights were transferred to Starr Forwarders, Inc. (FF-53) in Finance Docket No. 22189 decided September 25, 1962.

Starr Forwarders, Inc. is controlled by Watson Truck Lines, a common carrier subject to part II of the Act, ICC Permit MC 70451.

What is intended here is merely to provide information to enable your legal staff to judge the possibility of additional intervention by freight forwarders, their beneficial owners and possibly their customers which might broaden the scope of condemnation litigation and increase the calculated risks involved.

CONCLUSIONS AND RECOMMENDATIONS

1. In our opinion none of the properties, facilities or operations of the Portland Traction Company located south of S. E. Division Street in East Portland, Oregon, would be involved or affected in any manner as a result of this transaction.

2. In our opinion the latest plan submitted by the involved railroads dated August 3, 1964, contains major concessions as to proposed building locations and track changes, is a practicable plan and provides a basis for further negotiations leading to a settlement with minimum further delay.

3. We strongly recommend acceptance of the railroads' new plan modified to the extent shown on Sketch No. 4 in this report as the basis for further negotiations.

4. We recommend that the railroads be required to submit a detailed estimate in support of the costs for track changes prior to conclusion of subsequent negotiations.

5. The Pacific General Electric Company should be notified as promptly as possible regarding changes in plans for use of their property.

APPENDIX A

477 Cottage Street, N.E.
Salem, Oregon - 97301

June 30, 1964

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

08-35.7

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-6(14)301
East Marquam Interchange - Portland Traction Company

Please refer to Deputy State Highway Engineer R. L. Porter's letter of June 26, 1964 concerning a proposal to retain Wyer, Dick & Company to make a before and after appraisal of the Portland Traction Company property at the east end of the Marquam Bridge. The brochure and experience statement indicates that they have an adequate background as transportation consultants in order to perform the proposed appraisal service. We concur in your proposal to negotiate with this firm for the proposed work and understand that as soon as you negotiate a fee you will request approval to proceed. It is essential, if called upon, that they agree to testify and defend their appraisal in court. A second before and after appraisal will be required in accordance with PPM 21-4.1 and also in the event the case progresses to Federal condemnation.

In order that the appraisal will contain an adequate background for a possible condemnation action, we recommend that it contain the following information:

1. A before valuation of the railroad's real property. It is our understanding the railroad is of small size and that such a before valuation could be prepared within a reasonable length of time. The before appraisal must consider all forms of depreciation, ie., physical, functional and economic. The present railroad operation should be sufficiently analyzed in order to determine all depreciation that would affect the before value.

2. An after valuation of the railroad's real property based upon the highway structure occupying an air easement with the owner's use of the airspace under the structure limited to use for railroad operational yard trackage and parking areas. Any request to construct buildings under the structures after completion of the highway would be governed by IM 21-3-62, covering use of airspace. The after appraisal could be based upon Drawing No. 19611, which indicates the location of columns and piers, and evidently is a plan which has the railroad's acceptance concerning yard relocation. Such an appraisal would include an allowance for track relocation and would provide a review of the railroad's estimate of $129,260 covering

track changes. The appraisal would provide payment for the market value of the warehouses leaving any relocation of such buildings as a responsibility of the railroad.

An alternative valuation should be made of Parcel 1 based on a fee taking of the area presently occupied by the three warehouses with the railroad retaining the right of transit beneath the structures to their remaining property.

3. The consultant must consider compensable damages or special benefits that arise from the taking of the overhead easement and the yard relocation.

4. The appraisal must not consider payments for personal property, loss of business or good will, circuity of travel and diversion of traffic, or any item of damage not generally compensable in eminent domain. It continues to be our position that the warehouses constitute non-operating railroad property, and the appraisal should be on this basis.

5. The appraiser must complete an "Affidavit of Appraiser" as required by IM 21-5-62, dated 8-20-62.

6. The appraisal must conform with the objectives of Attachment 1 of PPM 21-4.1 entitled "Guidelines for the preparation of an Appraisal for Right of Way Purposes".

As indicated in our letter of January 29, 1964, we would look with favor upon a relocation plan that does not cost substantially more than the depreciated value of the improvements. We still believe a relocation plan is possible that would exclude the necessity to buy an easement through PCE's property and to provide expensive fill along the river. Therefore, the consultant should study the possibility of the railroad relocating their warehouses in areas west of the Union Avenue viaduct in portions of blocks 47, 52 and 53 of Stephens Addition. He should also consider the possibility of relocating one or more of the warehouses in the large vacant area that will remain in block 19 of Stephens Addition. The consultant should be given latitude to recommend any other plan that would solve the relocation problem at less expense than the presently proposed plan.

In previous correspondence you have indicated the State may not be able to condemn the railroad's property. Before Federal action could be initiated your Chief Counsel must submit to the office of the General Counsel, through the Division office, data indicating the reasons the State Highway Department cannot acquire the lands or cannot acquire them with sufficient promptness. See Paragraph 3a of PPM 21-4.2, dated May 20, 1963.

RECEIVED
JUL 1964
OFFICE OF
STATE ... ENGR.

APPENDIX B

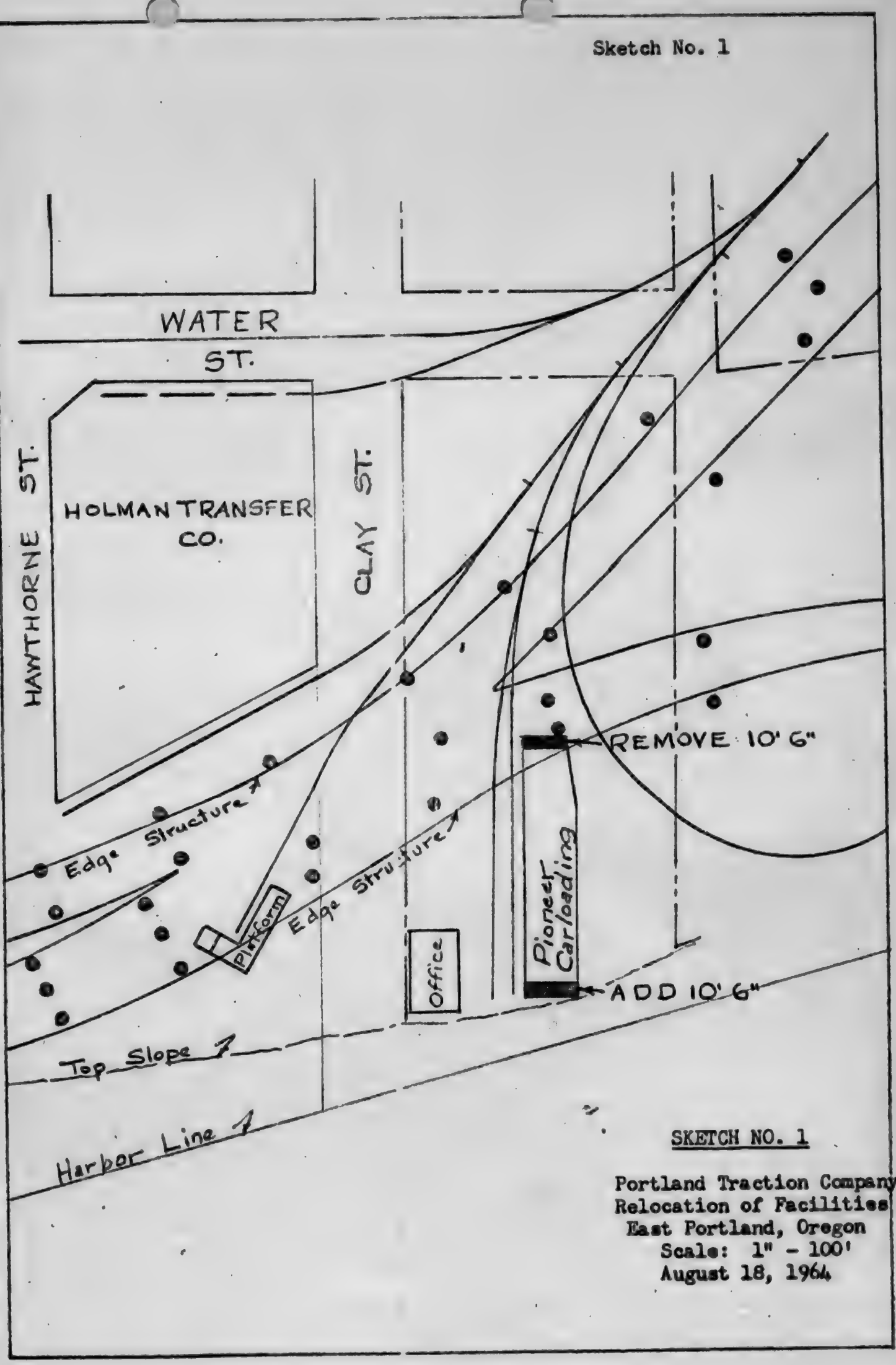
Relocation Alternate

Grading, Paving, Drainage, etc.	$167,270
Moving Pacific and Atlantic Company Building	79,165
Moving Pioneer Carloading Company Building	41,530
Moving Flynn Forwarding Company Building	46,515
Portland Traction Company Office Building	37,000
Locomotive Repair Shop	30,000
Value of Carpenter Shop	4,500
Value of Snowplow Shed	3,000
Value of Storage Building	5,000
Track Changes	129,260
Easement Costs	12,500
Property Cost to Reestablish Buildings	36,600
	$592,340

Additional Costs to Portland General Electric Company

Move pole yard and easement for tracks	65,000
Total	$657,340

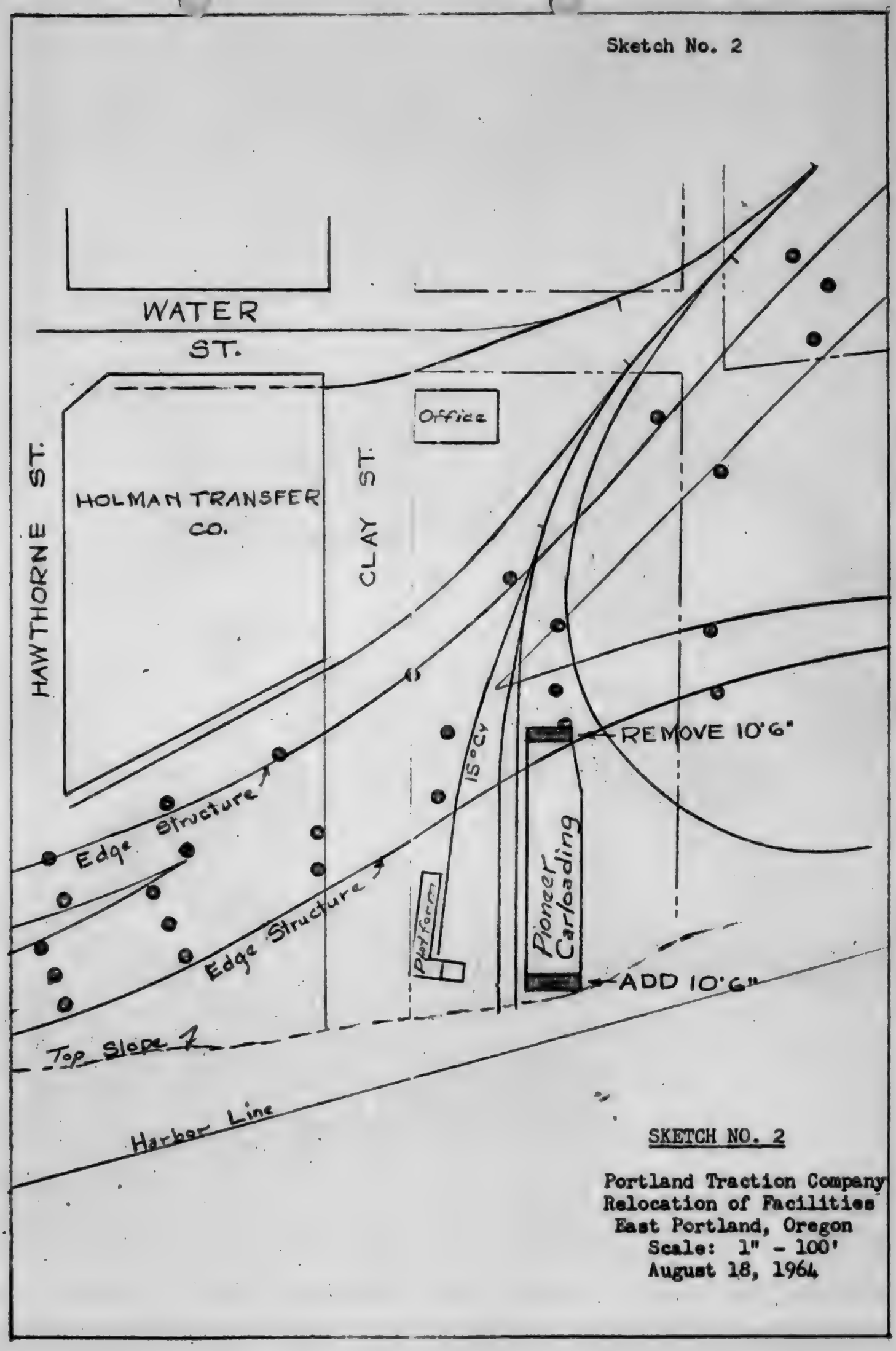
Sketch No. 1



SKETCH NO. 1

Portland Traction Company
Relocation of Facilities
East Portland, Oregon
Scale: 1" - 100'
August 18, 1964

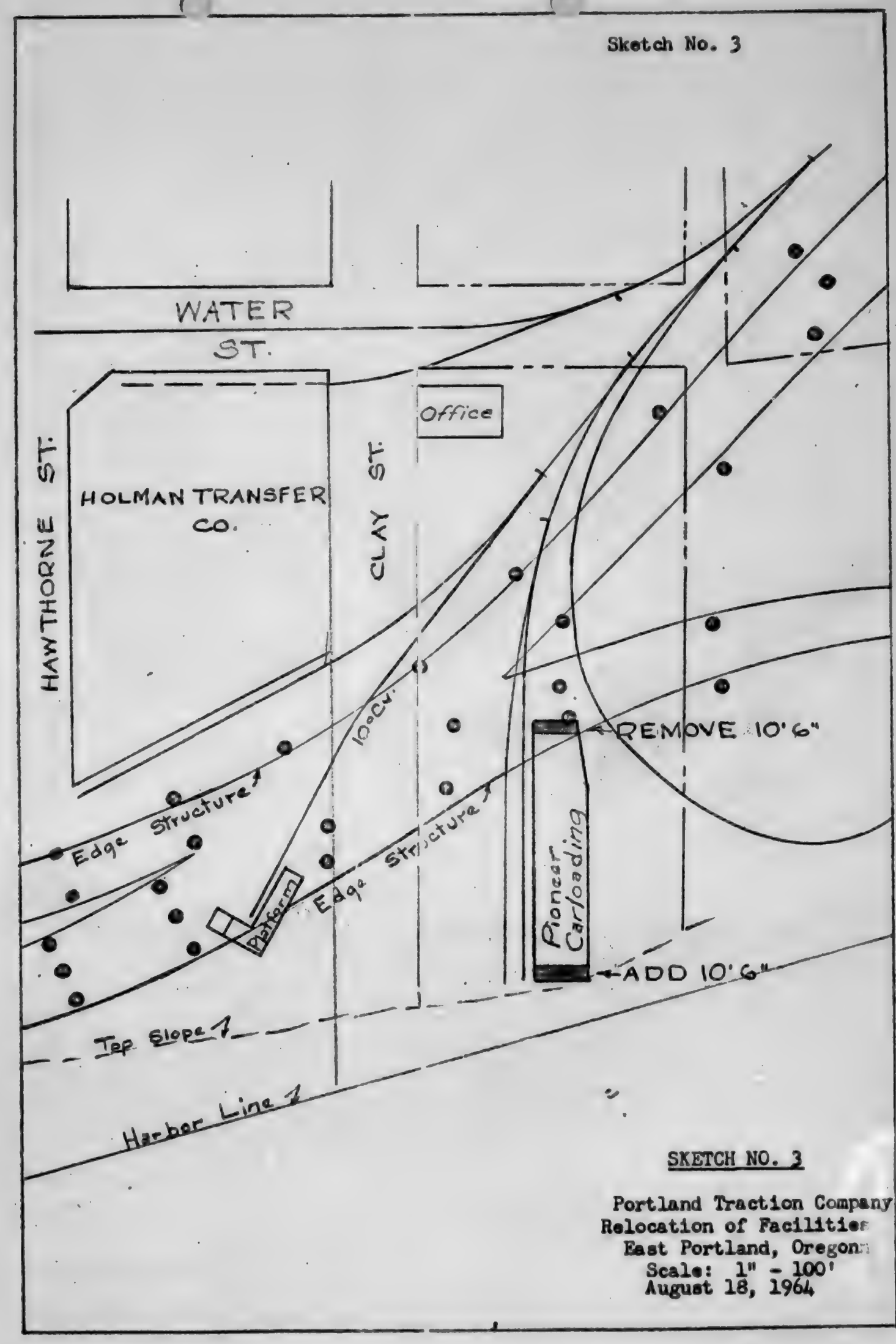
Sketch No. 2



SKETCH NO. 2

Portland Traction Company
Relocation of Facilities
East Portland, Oregon
Scale: 1" - 100'
August 18, 1964

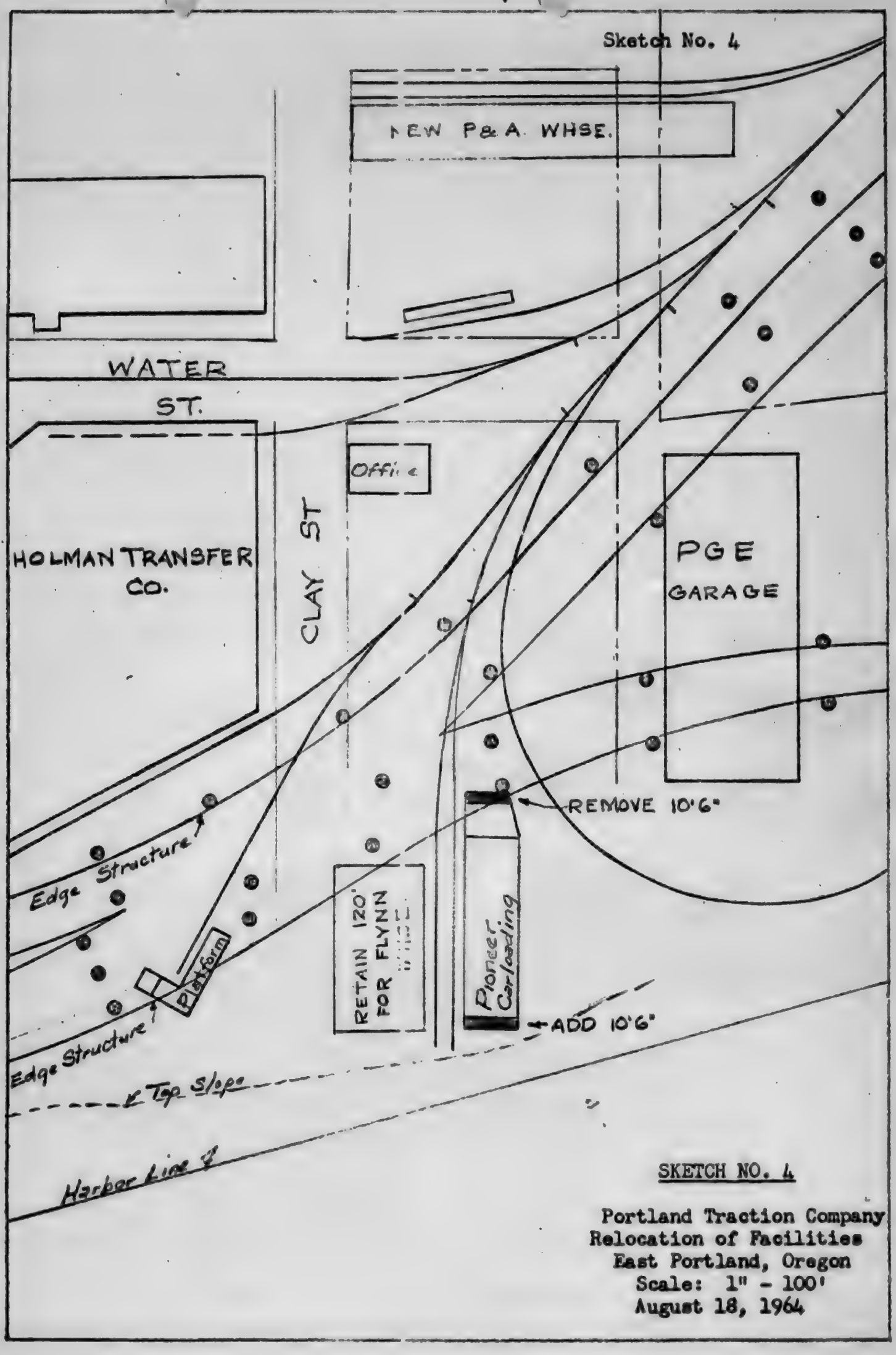
Sketch No. 3



SKETCH NO. 3

Portland Traction Company
Relocation of Facilities
East Portland, Oregon
Scale: 1" - 100'
August 18, 1964

Sketch No. 4



SKETCH NO. 4

Portland Traction Company
Relocation of Facilities
East Portland, Oregon
Scale: 1" - 100'
August 18, 1964

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SEP 18 1964
FOR FILING

I-6(41)21
6-76

September 18, 1964

AIRMAIL

Mr. C. J. Mayer
Myer, Dick & Company
250 Bellevue Avenue
Upper Montclair, N. J.

Dear Mr. Mayer:

To supplement your preliminary report on the Portland Traction Company matter on Interstate Route 5 in Portland and to assist in our negotiations with the Portland Traction Company, we are in need of the real property appraisal portion of this report. Could we have a copy at your early convenience?

We understand locally that this material probably will reach you at about the same time as this letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. W. T. Wright
Mr. Victor D. Wolfe

E-419—10M—9-38

OREGON STATE HIGHWAY DEPARTMENT

Legal and Right of Way Division

INTER-OFFICE COMMUNICATION

To R. L. Porter

From L. S. Dalt

Subject Port. Traction

File No.

Date 9/17

Rod—

NOTED
R. L PORTER

Brewster gave value orally on 9/15. He is sending 12 copies of his written report to his client tomorrow —

State Printing 43661

RECEIVED
SEP 14 1964
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 2294

E-6-1 (41) 201
1 c 16

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 8, 1964

SUBJECT: Agenda Items g-7-h
Appraisal Agreements
Wyer, Dick & Co. R-28365
P B Q & D, Inc. R-28365

To: Mr. Floyd Query
Secretary
B u i l d i n g

Please find attached for the Commission's files, two fully executed copies of our appraisal agreement with Wyer, Dick and Company and PBQ & D, Inc. You will note that the agreements have been signed by the Bureau of Public Roads and I have this date mailed duplicate originals to the respective firms.

Frank

FRANK C. McKINNEY
Chief, Office Section

FCMcK:lb:jr
Attachments

Keith - to note & file
JG

TED
FLOYD QUERY

RECEIVED
OCT 6 - 1964
FOR FILING

MISC CONTRACTS and AGREEMENTS No.

Salem, Oregon
September 1, 1964

2g + 2h

Agenda Items g & h

Appraisal Agreements
Wyer, Dick & Co. R-28365
P B Q & D, Inc. R-28365

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. G.E. Rohde
Assistant Counsel

We are sending you two original copies each of two Appraisal Agreements, one with the firm of Wyer, Dick & Co. and one with the firm of P B Q & D, Inc., transportation evaluation consultants, to evaluate the property of Portland Traction Company including relocation of warehouses and other facilities needed for construction of Marquam Bridge and East Bank Freeway.

If approval of the B.P.R. is needed will you please secure it.

Please return one copy of each agreement to this office for the Commission's files.

Secretary

FH
Attach: 2 agreements - 2 copies each.

(1 each)

P.S. Two photo copies have been retained pending return of signed copies

RECEIVED
AUG 28 1964
FOR FILING

I-5-6(41)
65.76a

477 Cottage Street N.E.
Salem, Oregon 97301

August 21, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by 08-35.7
M. E. Martin
Dist. Engineer

A. W. Peterson, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

Oregon Project I-5-6(14)301
Portland Traction Company

Please refer to Mr. Frank C. McKinney's letter of August 5, 1964, requesting information as to whether or not Portland Traction Company must receive approval from the Interstate Commerce Commission to relocate its trackage. General Counsel Russell H. Anders has been advised by the Interstate Commerce Commission that, pursuant to section 1(22) of title 49, United States Code, the Portland Traction Company does not need the approval of the Interstate Commerce Commission in order to relocate its tracks.

Orig. to Lindaw
8-25-64
copies To Young
Morgan
8-27-64

RECEIVED
AUG 21 1964
FOR FILING
I-5-6(14)301
574

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 20, 1964

Original signed by
M. E. Martin08-35.7
Dist. Engineer

By: M. E. Martin
Acting Division Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-6(14)301, East Marquam Interchange
Parcel 28374, Hawthorne Investment Co.

Please refer to Right-of-Way Engineer Walter T. Wright's letter of August 10, 1964, requesting our approval to allow Hawthorne Investment Co., for the sum of $2,000.00, to demolish an existing warehouse building that lies within the right-of-way and retain the remainder of the building, which lies on their property, for warehouse purposes. It is our understanding that you are obligated to demolish the entire building and if done under State contract it is estimated the cost will be $20,000.00. We also understand that Hawthorne Investment desires to construct on the right-of-way, a spur track to serve the reconstructed building for the transit and spotting of railroad cars for loading and unloading.

While we consider the proposal to be advantageous in the saving of State and Federal funds, we believe it would be best to defer any action concerning the proposal until such time as negotiations are completed with the adjoining property owner, Portland Traction Company. It is our understanding that a portion of the spur track may cross their property, and furthermore the exact locations of all columns for the overhead viaduct have not been firmly established, pending completion of negotiations.

Upon satisfactory completion of negotiations with the adjoining property owner and definite location of all structural requirements, you may resubmit Hawthorne Investment's proposal and we see no reason for its not being approved, assuming, of course, that it complies with the objectives of Instructional Memorandum 21-3-62, entitled "Use of Airspace on the Interstate System" dated May 4, 1962.

Orig to Wright
9-21-64

RECEIVED
AUG 24 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
August 19, 1964

Const
Proj:
Multi-Portland
E. Banker

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Estimate No. 9
Portland Traction Company
East Marquam Interchange
Prefix: 26-1468

You will recall that a little over a week ago Mr. Ernie Kendrew of the Southern Pacific Railroad Company presented another plan for the relocation of the Portland Traction Company buildings and tracks. In order to identify this latest plan, we have designated it as Plan No. 9.

Our estimate of Plan No. 9 indicates that it is approximately $140,000 less costly than the previously estimated Plan No. 6. See the enclosed letter from Locating Engineer Sturmer to me for the breakdown figures. I also enclose one copy of the Southern Pacific plan dated August 5, 1964.

There are several things wrong with this latest plan. For one thing, the railroad has spotted the columns on the map incorrectly and this will require revision of some of the tracks leading to their facilities along the bank of the Willamette. They have also located their carloading platform over the 30-inch water main on Clay Street. This carloading platform could be moved southerly so that it would not interfere with this water line and the estimate for it would be approximately the same. We also have some misgivings about the size of the fill required under this plan and its location with respect to the harbor line. In this respect, Mr. Kendrew contacted me a few days ago and suggested that we leave a portion of the Pioneer Carloading building beneath the structure and forget about the extension on the westerly end of it. This would eliminate both the fill and trestle in the river, but would require that the underside of our structure over the building be fire-proofed. After receiving this request from Mr. Kendrew, I contacted Mr. Shaw and he advised me to complete our estimate under the basis that the building would be removed from beneath the structure. We have, therefore, made no firm estimate of the savings that could be realized by leaving the building beneath the structure. However, the savings would be over $30,000 and would, therefore, increase the savings of Plan No. 9 over Plan No. 6 to around $170,000.

I have also recently forwarded a resume' of the difficulties of locating the Flynn Forwarding Company warehouse as shown on both Plan 6 and Plan 9. It is my opinion that some other location will have to be found for this building. Since the firm of Myer & Dick will have certain suggestions in their preliminary report regarding this building, I have made no attempt to relocate it, feeling that this would be a duplication of work.

Original Approved by F. B. Klaboe

F. B. Klaboe
Metropolitan Engineer

FBK:ch

Enclosures

cc Mr. R. L. Porter
Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. L. I. Lindas
Mr. Dale E. Sturmer

RECEIVED
AUG 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1964

A

FOR FILING

Const
Proj.
Metro - Portland

E. Burk To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213
August 18, 1964

Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: East Marquam Interchange
Prefix: 26-1468

Reference is made to the railroad's proposal for the relocation of the Flynn Forwarding Company building in the northeast quadrant of the intersection of S. E. Sherman Street and S. E. Union Avenue. You will recall that I forwarded you a copy of a letter to me from Mr. Mack Edwards, owner of the Risberg Truck Lines building located in the southeast quadrant of this same intersection. In his letter Mr. Edwards advised us that he had an ordinance from the City to: (1) Locate his building within a few feet of the S. Sherman Street right of way line; and, (2) To use S. E. Sherman Street as an adjunct to his business for the parking of trucks. Mr. Edwards also advised us that he had a verbal commitment from the City to the effect that he could use a portion of Lot 4, Block 53 across the street from his building for maneuvering room in order to back up to his building. This verbal agreement has not been traced to any individual in the City. Nevertheless, it is interesting to note that when the City initiated the use of their property in Block 53 as an abandoned automobile pond, they constructed the fence in such a manner as to allow the use by Risberg Truck Lines of almost all of Lot 4. In other words, the location of the fence tends to bear out Mr. Edwards' statement. We have also been advised by City Engineer Rosenthal that it is his opinion that Mr. Edwards has first call on the purchase of this property if the City at some time were to relinquish it.

We have made an exhaustive search in an effort to determine the facts in this case. In this respect I forward a copy of Mr. Sturmer's correspondence of August 17 and 18 to me; a copy of the minutes of an appeal meeting for the variance in setback ordinance, a copy of Ordinances No. 98565 and 102165 documenting the fact that the City acquired property in Block 53 through the Zeigler Act for use as a street or highway, and copies of deeds covering the City's acquisition of this property. Enclosed also is a letter to Mr. Rosenthal from Lloyd Shaw stating that the State had no plans that would affect improvement of Sherman Street between Union Avenue and Grand Avenue, and a copy of a letter from Mr. Rosenthal to Mr. Edwards reiterating Mr. Shaw's statement. Enclosed also is a copy of a map showing the area in question.

I refer you now to Mr. Sturmer's letter of August 17, Mr. Sturmer has made a clear and concise resume' of the matter as it now stands and I will not take the time in this letter to repeat the information contained therein. It does appear from a study of these data that our chances of acquiring City-owned property in Block 53 for the relocation of the Flynn Forwarding building is slight. I do suggest that if no other location for the building is possible, the matter should be turned over to Mr. Lindas for his analysis. This is also the suggestion of City Attorney Alex Brown.

Original Approved By F. B. Klaboe

F. B. Klaboe
Metropolitan Engineer

FBK:sh

cc Mr. R. L. Porter
Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. W. T. Wright
Mr. L. I. Lindas
Mr. Dale H. Sturmer

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AUG 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 14 1964
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5 6.(41)301
65 16

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 13, 1964

Mr. John E. Everson, Vice-President
PBQ & D, Inc.
25 Maiden Lane
San Francisco, California

Re: Portland Traction Company
Appraisal Agreement
Our File No. R-28365

Dear Mr. Everson:

On July 31, 1964, I forwarded to you three copies of our final draft of the appraisal agreement between your company and the State on the above file. In said letter we requested that your office sign and return two copies so that they can be submitted to the State Highway Commission.

We would appreciate it if you could sign and return two copies so that they can be presented to the Commission at its next meeting on August 27th.

Very truly yours,

NOTED
R. L. PORTER

L. I. LINDAS
Chief Counsel

By
FRANK C. McKINNEY
Chief, Office Section

FCMcK:jw
cc: L.I. Lindas
R.L. Porter
W.T. Wright

RECEIVED
AUG 14 1964
OFFICE OF
STATE HIGHWAY ENGINEER

AUG 13 1964

6.5.76

477 Cottage Street NE.
Salem, Oregon 97301

August 10, 1964

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

08-25.7

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-6(14)301 - East Bank Freeway
United Grocers, Inc., Parcel 34093, L4447

Our review of a proposed right of way settlement with United Grocers in the amount of $15,000 indicates that the original appraisal was $10,630 and was raised to $14,000 on the basis of fee appraiser E. F. Kelberg's letter of July 1, 1964. The increased appraisal is based upon an offer to purchase a nearby property. The information contained in Mr. Kelberg's letter is sketchy as a basis to increase the appraisal. One offer to purchase, while worthy of consideration, may not necessarily be indicative of market value.

Therefore, we request full information from the fee appraiser, concerning this offer, as to the exact location of the property, improvements on the property, verification, persons making the offer, known motives, and relationship to the subject. If this offer is the only basis for the increased appraisal we believe it should be confirmed by an additional appraisal, the cost of which would be eligible for Federal participation.

Federal participation will be limited to the original review appraisal of $10,630 until such time as the needed information is supplied and a review can be made by this office.

RECEIVED
AUG 11 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Orig to Wright
8-13-64

Copy to Young
8-13-64

FORM E-123X 50M 12-63

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COMMISSIONERS
AUG 11 1964
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1964

Mr. Harry L. Clark
Assistant Treasurer
Portland General Electric Co.
Electric Building
Portland, Oregon 97205

File No. 28591-PGE
East Bank Freeway
Pacific Highway
Multnomah County

Dear Mr. Clark:

After considerable travel through devious channels, your letter of June 17, 1964, related to three billings dated October 2, 1963, has reached me. These billings relate to changes made to your plant facilities due to reconstruction of the Marquam Bridge.

Pursuant to a Permit of Entry executed by your company, we have assumed that these billings would be paid as part of our overall settlement of a pending right of way file. However, the settlement of this file has dragged on to unusual length due to circumstances beyond our control. If it is your desire that this partial settlement be paid now, I request that the following data be supplied to us to facilitate payment and audit of the account:

1. A justification for the removal of four pile dolphins.

2. Itemized and detailed billing of the sums paid for the removal of these dolphins and for the replacement of the fuel line and related facilities, utilizing salvage material.

These billings should be prepared in the normal form for billing under the provisions of PPM 30-4.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:mk

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AUG 11 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 12 1964
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6 (141) 301

6 16

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1964

r. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

File No. 28374-Hawthorne
Investment Company
East Bank Freeway
Multnomah County

Dear Sir:

In a contested trial, we procured from Hawthorne Investment Company a parcel of East Bank Freeway right of way. Included with the parcel of land is a building, approximately one-half of which lies upon the right of way taking, the remainder upon the owner's property. During the trial and with the permission of Mr. C. G. Polk, Division Engineer, we stipulated that a railroad spur would be permitted upon the right of way. Said spur was designed to serve a separate abutting building on the owner's property which had not been affected by the right of way taking.

In order to construct the East Marquam Interchange, it will be necessary to clear the building from our right of way. We have estimates which indicate that it will cost us approximately $20,000 to remove the building in its entirety, or $11,000 to remove that portion of the building which lies upon our right of way.

The Holman Transfer Company, which operates the warehouses under discussion, submitted to us a written proposal, a copy of which is attached, whereby they would agree to clear our right of way and offer to pay us $2,000 for the priviledge of retaining that portion of the building which sits upon their property.

We have analysed this situation and reached the following conclusion: If repaired, the building would have a replacement value of approximately $42,000, reduced by functional obsolescence because of shape and utility in the amount of $4,000, leaving a net value of the reconstructed building remaining of $38,000. The costs of obtaining the reconstructed

building would be approximately as follows:

Payment to State	$ 2,000	
Demolition of that portion on State right of way	11,000	
Wall-up of Remainder	16,000	($20,000 probably more realistic)
TOTAL COST	$29,000	

Additional cost factors relative to replacing the remaining building in service would include risk and the construction of a railroad spur to serve. Our reconstruction cost estimates appear conservative when compared, for example, to the estimated costs of reconstruction of a building on File No. 35110.

In summation, it appears that these owners might gain some $9,000 through the proposed transaction, less whatever costs might be assessed in providing a railroad spur to serve the property. On the other hand, we have no power by which we might require these owners to proceed under their proposed plan. We are faced then, with the necessity of expending an estimated $11,000 to clear that portion of the building which lies upon our property, after which the owners could reconstruct the reaminder without consulting us; or an expenditure of $20,000 to demolish the building in its entirety. We have negotiated at some length with Holman Transfer Company and they are unwilling to pay more than the $2,000 which they have offered. As an integral part of the transaction, it is necessary that we permit construction of a railroad spur within our right of way, said spur to serve the reconstructed building. Use of the spur would encompass spotting of railroad cars, loading and unloading. The easement which was stipulated during the trial would likely have involved only transit of cars over our right of way.

We recommend your favorable consideration of the proposal of these property owners. As we would view the situation, it represents a benefit of public funds of approximately $13,000 over the cheapest alternative left to us, and that alternative (partial demolition) would permit the owners to reconstitute the building for their own benefit. I believe that the proposal is reasonably equitable and is of ultimate benefit to

the public at large, inasmuch as the reconstituted building will continue to play a part in the Portland economy and will be carried on the tax rolls. It appears that removal of additional area from the building to permit construction of the service spur on the owner's remainder would reduce its size and shape to such an extent as to render the triangular remainder virtually unuseable for their warehouse operation. We would expect to provide a form of easement for the rail spur which would stipulate that any change of use of the abutting building would require concurrence from us and to further provide that, in the event of destruction of said building, any future rail service must be provided upon the owner's property.

In order to facilitate finalizing of our plans for the East Marquam Interchange, we request your early consideration and reply to this proposal.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:mk

cc: L. F. Shaw
L. H. Young
L. I. Lindas
Ivan Merchant
C. H. Maison
W. H. Haskin
M. R. Mitchell

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STATE HIGHWAY ENGINEER

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R. L. Porter 9

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1964

7(5 & 141) 301
L-576

To: L. I. Lindas
Chief Counsel

SUBJECT: Agenda Item -
Appraisal Agreement
Wyer, Dick & Co.
Our File No. R-28365

BUILDING

Please find attached hereto two signed copies of our appraisal agreement with the above-named firm. These should be submitted to the Commission at the next Commission meeting for the Commission's approval.

After they have been approved by the Commission, please return one copy to me and I will forward the same to Mr. Wyer.

PLEASE DO NOT LOSE.

Frank C. McKinney
Chief, Office Section

FCMc:lb
Attachment
cc--R. L. Porter ✓
W. T. Wright

NOTED
R. L. PORTER

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GLENN L. JACKSON, CHAIRMAN
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KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Mr. Porter 9

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 5, 1964

Mr. W. O. Salter
PBQ & D, Inc.
25 Maiden Lane
San Francisco, California 94108

Re: Portland Traction Co. Appraisal
Our File No. 8-28364

Dear Mr. Salter:

I have for reply your letter of August 3, 1964, in which you request our approval of the firm of Woodward, Draper and Stepp to perform the real estate appraisal portion of your transportation study. It is my understanding that Mr. Leroy D. Draper will be the member of the firm making the actual appraisal.

This letter is to advise you that the above-mentioned firm, and in particular Mr. Draper, is fully acceptable to this office. You may also inform Mr. Draper that he may use any and all information which he may have previously obtained for us with respect to the Portland Traction Company property.

Very truly yours,

L. I. Lindas
Chief Counsel

FCM:lb
LIL:lb
cc--Mr. G. E. Holit
Multnomah Hotel
Portland, Oregon

bcc-Mr. R. L. Porter
Mr. W. T. Wright
F. C. McKinney
G. E. Rohde

NOTED
R. L. PORTER

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PORTLAND

I-5-6(41)
U.S. 1E

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 5, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Attention: Charles J. Mathias

Re: Portland Traction Company Appraisal
Our File R-28365

Gentlemen:

During negotiations with Wyer, Dick & Company and PBQ & D, Inc., for a transportation study and property appraisal of the properties and facilities owned by Portland Traction Company, which must be crossed by U. S. Interstate #5 in Portland, it was requested by the above-mentioned firms that a legal opinion be furnished them with respect to the authority of the Portland Traction Company to relocate mainline and other trackage without prior approval from the Interstate Commerce Commission.

During the negotiation conference on the agreement between the state and the appraisers, which Mr. Mathias attended, it was my understanding that upon written request by the state you would submit the above question to counsel for the Bureau of Public Roads.

While I am sure you are aware of the facts, the main question seems to be, "Is it necessary, when a railroad's utilities, facilities, property and trackage are all within the State of Oregon and used as an intrastate carrier, for such carrier to receive approval from the Interstate Commerce Commission to relocate its mainline and other tracks if such trackage is likewise being used to accommodate other railroad carriers to transport goods and commodities in interstate commerce?"

We would appreciate your advise on this matter at your earliest convenience so that the appraisal firms can be properly advised.

Yours very truly,

L. I. LINDAS
Chief Counsel

By

FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks

cc: R. L. Porter
W. T. Wright
L. I. Lindas

NOTED
R. L. PORTER

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AUG 11 1964
COMMISSIONERS
FOR FILING
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-2-4(41)201
65-76

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 5, 1964

Mr. C. J. Meyer
526 Congress Hotel
Portland, Oregon

Re: Portland Traction Company Appraisal
Our File R-28365

Dear Mr. Meyer:

In compliance with Paragraph 1 of THINGS TO BE DONE BY STATE under our proposed agreement with your company, I am enclosing herwith the following instruments.

(1) One photo copy of the title insurance report on the Portland Traction Company. While this title report describes the three permanent easements, we are also enclosing a photo copy of our actual description sheet.

(2) A right of way map which outlines in orange the specific parcels owned by Portland Traction Company and which, we feel, will be affected by our taking. The solid-colored orange indicates the extent of the easements. This map is not intended to show all of the property which may be owned by Portland Traction in the area and which, as per our agreement, your survey and appraisal is to determine may or may not be affected.

(3) A map showing the bridge column and pier location, revised as of July 24, 1964. The areas shown in green are across property owned by Portland Traction Company.

(4) A photo copy from the Interstate Commerce Commission files which listed, as of December 31, 1959, the physical assets, estimated values, book costs and original costs of the Portland Traction Company's assets. This may or may not be of value to you and your appraiser, since additions or subtractions may have been made since 1959.

(5) Our investigation discloses that Portland Traction Company, an Oregon corporation, has been the owner of this property during the past five years. Hence, there has been no actual resale of the property since 1959. It is our understanding that in 1962 there was a sale of company stock and that now Southern Pacific and Union Pacific each own 50% of the corporate stock. This transaction, as well as all of the details, can be found in the Salem office of the Public Utility Commission.

(6) With respect to the dates for the commencement and completion, we have, of course, already requested your commencement. It will be satisfactory with this office if your completion date is in compliance with page 3 of your letter to Mr. Forrest Cooper, dated July 22, 1964, wherein you estimated that it would take two calendar months to complete the assignment from the date of commencement.

For your information, the final draft of the agreement was forwarded to Mr. William Wyer on July 31, 1964, and I am enclosing a copy of the same for your files.

I am this date writing to the Bureau of Public Roads for their opinion as to the authority of the Portland Traction Company to relocate mainline and other trackage without prior approval of the Interstate Commerce Commission.

Yours very truly,

L. I. Lindas
Chief Counsel

By
Frank C. McKinney
Chief, Office Section

NOTED
R. L. PORTER

FCMcK:ks
encls.

cc: R. L. Porter
W. T. Wright
L. I. Lindas

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STATE HIGHWAY ENGINEER

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AUG - 6 1964
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Form CD-121 (11-63) (Prsa. br A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

F-5-6(41)301
6-5-76

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 3, 1964

In reply refer to: 08-35.7

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(14)301, East Marquam Interchange - Portland Traction Co.

Please refer to Chief Counsel L. I. Lindas' letter of July 27, 1964 requesting our approval of the written agreements between the State of Oregon and Wyer, Dick and Co. and PBQ & D Co. This letter will confirm our earlier approval and authorization to start the appraisal work as of July 27, 1964. Federal participation is approved in the consultants' fee, based upon the terms of the agreement, not to exceed the limiting sums set forth in paragraph 2 of the General Provisions.

Two appraisals are required in accordance with paragraph 5h of PPM 21-4.1 dated December 30, 1960. There has been no change in this requirement concerning the subject property.

NOTED
R. L. PORTER

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AUG 7 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Section 8-5
copy To Young 8-6-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG - 5 1964

PBQ&D, INC.
ENGINEERS

Affiliated with Parsons, Brinckerhoff, Quade & Douglas

JOHN E. EVERSON
VICE PRESIDENT

25 MAIDEN LANE, SAN FRANCISCO, CALIF. 94108
YUKON 6-2929 CABLE PARKLAPSF

August 3, 1964

Mr. Leonard I. Lindas
Chief Counsel
Oregon State Highway Department
Salem, Oregon 97310

Re: Portland Traction Company Appraisal

Dear Mr. Lindas:

By the terms of the draft agreement between this firm and the State Highway Department for services in connection with appraising the facilities of the Portland Traction Company, we must secure your approval of any real estate appraiser we want to retain to assist us in this work. The purpose of this letter is to request such approval.

We intend to retain the firm of Woodward, Draper, and Stepp to perform the real estate appraisal with the appraisal itself being made by Mr. Leroy D. Draper, a principal in that firm. Mr. Draper's office is located at 321 S.W. 4th Avenue, Portland.

I am aware that Mr. Draper has in the past made appraisals of the Portland Traction Company property under various circumstances. I believe this work was done for the State Highway Department. It was my understanding that you recognized the likelihood of our retaining an appraiser who had at some time made appraisals of PTC property. As I recall, when this possibility was mentioned in your office, you and your staff agreed that such a history would in no way disqualify an appraiser and in reality would be to some advantage to the Department.

NOTED
R. L PORTER

As permitted by your letter of July 27, 1964, we are proceeding with our evaluation of the PTC facilities and operations.

Very truly yours,

PBQ&D, Inc.

W.O. Salter

WOS/as
cc: Mr. R.L. Porter, OSHD

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STATE HIGHWAY ENGINEER

FORM E-123

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COMMISSIONERS
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MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUENTY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 31, 1964

Mr. William Wyer, President
Wyer, Dick & Company
250 Bellevue Avenue
Upper Montclair, N. J.

NOTED
R L PORTER

Re: Portland Traction Company Appraisal
Our File R-28365

Dear Mr. Wyer:

Please find enclosed herewith three copies of our final draft of the above-mentioned appraisal agreement on the Portland Traction Company property.

We would appreciate it if you could sign and return two copies to us. As soon as the Highway Commission authorizes the Secretary to sign the agreements, we will forward a completely signed copy to you.

Yours very truly,

L. I. LINDAS
Chief Counsel

By Frank C. McKinney
FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks
enc. 3

cc: L. I. Lindas
R. R. Porter

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JUL 31 1964
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STATE HIGHWAY ENGINEER

FORM E-123

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GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 31, 1964

Mr. John E. Everson, Vice-President
PBQ & D, Inc.
25 Maiden Lane
San Francisco, California

Re: Portland Traction Company Appraisal
Our File R-28365

Dear Mr. Everson:

Please find enclose herewith three copies of our final draft of the above-mentioned appraisal agreement on the Portland Traction Company property.

We would appreciate it if you could sign and return two copies to us. As soon as the Highway Commission authorizes the Secretary to sign the agreements, we will forward a completely signed copy to you.

Yours very truly,

L. I. LINDAS
Chief Counsel

By Frank C. McKinney

FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks
enc. 3

cc: L. I. Lindas
R. L. Porter

FORM E-123X 50M 12-63

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JUL 28 1964
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 27, 1964

Mr. John E. Everson
Vice President
PBQ&D, Inc.
25 Maiden Lane
San Francisco, California

Re: Portland Traction
Transportation, Evaluation,
Study and Appraisal

Dear Mr. Everson:

This letter will confirm the telephone conversation of July 24th between Mr. W. D. Salter, of your office, and Mr. Frank C. McKinney, of this office, to the effect that your company is authorized to proceed on the above mentioned study and appraisal notwithstanding the fact that a formal agreement has not been executed between your firm and the Oregon State Highway Commission.

Mr. Salter is authorized to proceed under the terms and conditions of the draft agreement which was mutually agreed upon between Mr. Salter, the Bureau of Public Roads and the State Highway Department.

By telephone Mr. Salter gave this Department an over all top figure for the study and appraisal of $17,500.00 subject to certain exceptions which are contained in the draft and will be included in the final agreement.

We are presently in the process of drafting the final agreement and as soon as the same is completed it will be immediately forwarded for your execution.

Very truly yours,

L. I. LINDAS
Chief Counsel

FCMcK:hg

CC - Mr. R. L. Porter
Mr. C. J. Mathias

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JUL 29 1964
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FORM E-123X 50M 12-63

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JUL 28 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. DOBLY
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

E.6(41)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 27, 1964

Wyer, Dick and Company
Transportation Consultants
250 Bellevue Avenue
Upper Montclair, New Jersey

Re: Portland Traction
Transportation, Evaluation,
Study and Appraisal

Gentlemen:

This letter is to confirm the telephone conversation of July 24th between Mr. Charles J. Meyer, of your office, and Mr. Frank C. McKinney, of this office, to the effect that your company is authorized to proceed on the above mentioned study and appraisal notwithstanding the fact that a formal agreement has not been executed between your firm and the Oregon State Highway Commission.

Mr. Meyer is authorized to proceed under the terms and conditions of the draft agreement which was mutually agreed upon between Mr. Meyer, the Bureau of Public Roads and the State Highway Department. To complete said agreement it will be necessary for Mr. Meyer to furnish this Department a total lump sum figure for the study and appraisal subject to the exceptions set forth in the agreement. Mr. Meyer has assured us that following further consultation with a real property appraiser he should be able to furnish the above mentioned figure by the middle of this week.

The agreement will read in accordance with the draft and the additions given by Mr. McKinney to Mr. Meyer by phone, save and excepting paragraph 1-a which has been modified slightly to provide for the pro-ration of time when your employees work either more than or less than a full seven hour day. Our proposal for the final language in paragraph 1-a of General Provisions will read as follows:

> The actual per diem rates based on a seven hour work day, and pro-rated on an hourly basis for time in excess of or less than a regular work

day, for the various employees or officers of Consultant, including travel time, except between midnite and 8 A.M., who will be directly engaged in making the said evaluation study and appraisal. Said per diem rates to be charged by Consultant for work on the job or authorized travel shall be as follows except for the actual time of any of the hereinafter named employees or officers while in court and actually on the witness stand in which case the hereinafter rates shall be double.

The rates to be set forth will be those set forth in the letter from Mr. Mayer to Mr. Cooper, dated July 22, 1964.

As soon as the final agreement is prepared, the same will be immediately forwarded to you.

Very truly yours,

L. I. LINDAS
Chief Counsel

FCHick:hg

CC - Mr. R. L. Porter
Mr. C. J. Mathias
Mr. Charles J. Mayer

RECEIVED
JUL 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 28 1964
FOR FILING

I-5-6(14)301
Lb 11

WYER, DICK & CO.
TRANSPORTATION CONSULTANTS
250 BELLEVUE AVENUE
UPPER MONTCLAIR, N. J.
744-5500
AREA CODE 201

REFERRED TO
Lindas
BY DEPUTY STATE ENG.

July 24, 1964

Mr. W. L. Brewster
Brewster, Scholz & Burnett
American Bank Building
Portland, Oregon

Dear Mr. Brewster:

As indicated to you in your office July 22, 1964, the Oregon State Highway Department has retained our firm to make an appraisal of the damages to the Portland Traction Co. resulting from proposed construction of the East Marquam Interchange designated as Oregon Project I-5-6(14)301.

Portland

We would expect to handle all elements of the appraisal except the evaluation of real estate and it is our intent to employ a local appraiser to determine this element which would ultimately become a part of our final report.

Attached is OSHD drawing 19987 dated June 11, 1964, on which Portland Traction Co. ownership consisting of seven parcels is shown in green. It is our understanding that the real estate appraisal should include all of the railroad's ownership from S. E. Clay St. on the north to S. E. Division St. on the south. Drawing 19987 indicates that the railroad does not own any land between S. E. Sherman and S. E. Division Streets and it appears that the railroad trackage is located in a dedicated street. However, I will check with the OSHD for verification.

The scope of the real estate appraisal would include:

1. A before valuation of the railroad's real property within the limits previously described considering in the before value all forms of present depreciation, physical, functional and economic.

2. An after valuation as to the fair cash market value of State's taking including the warehouses and other improvements. Said after value shall include the depreciation and special benefits, if any, to company's

Orig Carbon Copy
to Lindas
7-28-64

remaining property within the above described area based upon the State's highway construction plan and upon the highway structure occupying an air easement which will permit the company's use of air and ground space under the structure limited to use for railroad yard track facilities or parking. Said appraisal shall not include payment for personal property, loss of business or good will or any other item not compensible as just compenation under Oregon law as interpreted by the chief counsel for the Oregon State Highway Department.

3. An alternative appraisal on an after basis of relocating the company's warehouses or of construction in the most economical and feasible manner on the company's remaining lands or adjoining lands.

4. The real property appraisals shall be prepared in accordance with all State and Bureau of Public Road standards.

5. The appraiser should have the appraisal documented by reference to cost information sources used in area of reproduction, replacement, segregated costs to cure, and remodeling; all sales data used in the comparative approach by verifying sales with any grantor, grantee and/or a real estate broker responsible for the transaction to learn the consideration and, when possible, the motives of the seller and buyer along with other pertinent data required to make a proper comparison with the subject.

6. The appraisals would be subject to appraisal review procedure of the State and if deficiencies are noted on the part of the appraiser, he shall provide the added information without added cost if the information should have been in the original report.

7. Provide ten copies of the appraisal report.

8. Should a condemnation action be necessary, the appraiser agrees to be available to offer expert testimony in behalf of the State or the Federal Government.

The following information is to be furnished by the State:

A. Name of owner or owners including a preliminary title report on the property invalued;

B. Highway section map showing the present and contemplated design for the highway viaducts, piers, columns and ramps which are to be constructed on company's property in connection with the construction of said highway;

C. Right-of-way maps;

D. Legal description of right-of-way required;

E. Five year history of any sales involving the subject property;

F. Conditions regarding access prior to and after taking;

G. Type of title to be acquired;

H. Aerial photographs, topography maps including the staking of the proposed right-of-way lines upon request.

If you are interested in joining with us in this assignment, please provide the following information:

1. Complete list of qualifications;

2. Estimated date you would be ready to begin this assignment;

3. Estimated completion date including preparation of ten copies of appraisal report. In this connection we expect to complete our report on or about September 27th and would need the appraisal report not later than September 11th.

4. Your lump sum charges for performing all work;

5. Your per diem charges for any work subsequent to issuance of your report and relating to preparation of and testifying in a condemnation proceeding.

We would appreciate receiving your reply as promptly as possible and any additional information required will be provided upon request.

It was certainly a pleasure to meet with you and your cooperation was sincerely appreciated. I hope you enjoyed the balance of your vacation and attached is a brochure describing our firm.

Sincerely yours,

(Signed) Charles J. Meyer

Enclosure

cc: Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

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STATE HIGHWAY

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I S 6(11)-1
6-16

Meeting with Representatives
of Parsons, Brinckerhoff, Quade & Douglas, Inc.
Wyer, Dick and Company,
Bureau of Public Roads,
and Oregon State Highway Department
Re Appraisal of Portland Traction-South Pacific Properties,
East End of Marquam Bridge

July 21, 1964

J. W. Diffenderfer	PBQ&D PRR Phila.
Winfield O. Salter	PBQ&D, Inc., San Francisco
C. J. Meyer	Vice President, Wyer, Dick & Company
T. Dec	Asst. Division Engineer, BPR
C. J. Mathias	Div. R/W Officer, BPR
Leo Quesnel	R/W Officer, BPR
Leonard I. Lindas	Chief Counsel, OSHD
R. L. Porter	Deputy State Highway Engineer, OSHD
Lloyd P. Shaw	Asst. State Highway Engineer, OSHD
P. M. Stephenson	Asst. State Highway Engineer, OSHD
Fred B. Klaboe	Metropolitan Engineer, OSHD

Leonard S. Lindas	Chief Counsel
R. L. Porter	Dep. State Hwy Engr
T. Dee	Asst. Dir Engr. BPR
C. J. Mathias	Dir R/W officer BPR
Leo Luenel	R/W Officer BPR
J. W. Diffenderfer	PBQ+D PRR Phila.
Lloyd P. Shaw	Asst. State Hwy. Engr.
Fred B. Klabo	Metropolitan Engr, Portland
P. M. Stephenson	Asst. State Hwy Engr.
Winfield O. Salter	PBQ&D, Inc. San Francisco
C. J. MEYER	V. PRES. MYER, OICK & Co.

Counsel for Plaintiff

E. L. Mayfield

Parsons, Brinckerhoff, Quade & Douglas

FGMcK:ks
7/20/64
DRAFT

APPRAISAL AGREEMENT

THIS AGREEMENT, made this _____day of _____, 1964, by and between the State of Oregon, by and through its State Highway Commission, hereinafter called "State," and the firm of _____, Transportation Evaluation Consultants, hereinafter called "Consultants";

W I T N E S S E T H:

RECITALS:

1. State is in the process of constructing the Marquam Bridge over and across the Willamette River on the East Bank Freeway (U.S. Interstate Highway Oregon I-5) in the City of Portland, Multnomah County, Oregon.

2. In order to construct the necessary highway viaducts, piers, columns and ramps connecting said bridge to the east bank of the said Willamette River, it is necessary for the State to cross certain real property which is owned by the Portland Traction Company, hereinafter called "Company." Located upon said Company property are buildings, railroad tracks and other facilities used by the Company for the conduct of its business.

3. The construction by the State of said highway viaducts, piers, columns and ramps for the same, will necessarily interfere with the present arrangment of the Company's buildings, tracks and facilities.

4. The purpose of this agreement is for the State to receive and the Consultants to furnish a complete real property and railroad transportation evaluation appraisal of the property owned by the Company, covering all property and facilities of Company that will be in any way affected by the construction by State of said highway, viaducts, piers, columns and ramps, on a before and after basis, including a map indicating thereon the necessary relocation, if any, of the Company's buildings, trackage and facilities, and the reasonable cost thereof.

5. State deems it advisable to employ the services of Consultants to thoroughly investigate the present proposed acquisition by State of a portion of Company's real property for the construction of said highway, which investigation shall include a real property appraisal of said property on a before and after basis, together with an estimate of the market value of any structures thereon, as well as the cost of any necessary relocation of any building, structure, or facility on said property.

NOW, THEREFORE, based upon the above RECITALS, it is agreed by and between the parties hereto, as follows:

THINGS TO BE DONE BY STATE:

1. State shall furnish Consultants the following information:

a. Name of owner or owners.

b. Highway section map showing the present and contemplated design for the highway viaducts, piers, columns and ramps which are to be constructed on Company's property in connection with the construction of said highway.

c. Right of way maps.

d. Legal description of right of way required.

e. Five-year history of sales of the subject property and properties in the vicinity of the said highway project.

f. Conditions regarding access prior to and after taking.

g. Type of title to be accuired.

h. Dates for commencement and completion for the work to be done.

2. State shall furnish any basic engineering needs such as aerial photographs, topography maps, including the staking of the proposed right of way lines, upon request of Consultants.

3. State agrees to pay the considerations to be paid under Paragraphs 1 and 4 of THINGS TO BE DONE BY CONSULTANTS.

THINGS TO BE DONE BY CONSULTANTS:

1. Consultants shall, in consideration of the sum of $_____, make a complete economic transportation evaluation study and appraisal of Company's property involved or affected by State's plans for the construction of Interstate Highway 5 across Company's property. Said fee shall include travel, lodging and other incidental items.

2. Consultants shall make said study and appraisal on a before and after basis and furnish State with their opinion as to the market value of State's taking, as well as plans for the relocation of Company's buildings, facilities and tracks, in order to conform the same to State's construction plans for said highway, together with the estimated cost of said relocation. Said study shall include and consider in the

before value all forms of present depreciation, physical, functional and economic. Said study and appraisal shall not include payments for personal property or any other item not compensable as just compensation under Oregon law as interpreted by the Chief Counsel for the Oregon State Highway Department.

~~3. Consultants shall select a competent and qualified real property appraiser to appraise and furnish a documented appraisal of the real property of the Company that is involved or may be affected by State's highway construction. Said appraisal is to be on a before and after basis. The fee of the appraiser shall be in addition to the consideration set forth in Paragraph I of THINGS TO BE DONE BY CONSULTANTS. In the event Consultants retain a real property appraiser not connected with Consultants' firm, State retains the right to approve of such appraiser before selection by Consultants.~~

~~4. Consultants and State shall, prior to the retaining of said appraiser, concur in the fee to be paid said appraiser, and after concurrence State is to pay said fee to Consultants.~~

3. Consultants shall make a complete study of the physical properties of the Company which are or may be affected by State's construction.

4. Consultants shall warrant that they have not employed or retained any company or person, other than a bona fide employee working solely for them, to solicit or secure this agreement, and that they have not paid or agreed to pay any company or person, other than a bona fide employee working solely for them, any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon or resulting from the award or making of this agreement. For

breach of violation of this warranty, State shall have the right to annul this agreement without liability.

5. Consultants shall, with respect to documentation of its study and appraisal, furnish to State:

a. The specific sources of facts upon which their study and appraisal are based, including any reference to a bibliography or other source information; and

b. Have the [redacted]e appraisal documented by reference to cost information sources used in area of reproduction, replacement, segregated costs to cure, and remodelling; all sales data used in the comparative approach by verifying sales with any grantor, grantee, and/or a real estate broker responsible for the transaction to learn the consideration and when possible the motives of the seller and buyer along with other pertinent data recuired to make a proper comparison with the subject.

6. Consultants shall make no additional charge when the study and appraisal recuire correction because of arithmetical errors.

7. Consultants shall submit a complete study and appraisal as defined above. No charge is to be made for the additional incidental information which properly should have been in the original study and appraisal report. Consultants shall be aware of the Appraisal Review procedure of the State, and when there are deficiencies on their part, shall provide the added information to the State without added cost, if the information should have been in the original report.

8.

GENERAL:

1. The State may cancel this agreement at will on written notice by mail, and Consultants shall then invoice the

INSERT

State only for those services rendered prior to the receipt of the cancellation notice. All work accomplished at the time of cancellation shall be confidential and will be delivered to the State.

2. This contract may be revised in writing by mutual agreement and consent.

3. That on this study and appraisal assignment Consultants will act as independent contractors, not as employees of the State, and will be subject to the law governing independent contracts. Consultants further agree to save the State harmless from all claims and liability due to activities by themselves, agents or employees.

4. Consultants shall not sublet or transfer any of the work contained in this study and appraisal assignment except as heretofore provided with respect to obtaining a real estate appraiser.

5. The reports, maps, sketches and appraisals prepared by Consultants in fulfillment of this agreement shall be delivered to and become the property of State, and any auxiliary reports, maps, sketches, appraisals and other data prepared or obtained in connection with the preparation of the report shall be made available to State upon request, without restriction or limitation on their further use. The acceptance of the report and other data by State does not in any way limit the right of State to use such report and other data in the preparation of construction plans.

5. Consultants agree that in making the transportation

evaluation study, as well as furnishing the real property appraisal, to comply to the best of their ability with all Federal and State laws, rules and regulations, including, but not limited to the Bureau of Public Road PPM 21-4.1, IM 21-3-62, IM 21-5-62 and PPM 30-3.

8. Should a condemnation action be necessary in order to acquire the highway right-of-way from the Company, Consultants agree to be available to offer expert testimony in behalf of the State of Oregon or the Federal Government (it is conceivable that such a case could be tried either in State Court, if the State of Oregon is plaintiff, or in Federal Court, with the Federal Government as plaintiff).

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JUL 10 1964
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Legal
Projects
Municipal

E. Marquam Dist.

July 10, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

Further reference is made to the problem of acquiring right-of-way across the property of the Portland Traction Company at the east end of the Marquam Bridge in Portland.

We suggest Parsons, Brinckerhoff, Quade and Douglas as a firm satisfactory to this Department to make the second appraisal. Attached is a copy of the company's experience brochure as it relates to railroad operation and evaluation. Also attached is an experience resume' of Mr. James W. Diffenderfer, who is a special consultant with the firm and who would be in direct charge of the problem for us. We request your approval in retaining this company to make the appraisal.

Would you kindly return the brochure as it is the only copy available. It will be in our files for your perusal at any time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
encs.

cc Mr. Forrest Cooper
Mr. P. M. Stephenson

The brochure referred to is going forward

under separate cover.

RECEIVED
JUL - 8 1964
OREGON
STATE HIGHWAY COMMISSION

PBQ&D, INC.
ENGINEERS

JOHN E. EVERSON
VICE PRESIDENT

25 MAIDEN LANE, SAN FRANCISCO, CALIF. 94108
YUKON 6-2939 CABLE PARKLAPSF

Affiliated with Parsons, Brinckerhoff, Quade & Douglas

July 7, 1964

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Porter:

During recent conversations with Mr. Glenn Paxson, information was obtained to the effect that your office may be in need of consulting services in connection with right-of-way acquisition at the freight yard of the Portland Traction Company, in Portland, Oregon. Although our information is limited as to the particulars involved, we wish to assure you of our interest if such services are required.

Accompanying this letter is a brochure outlining a few assignments which are directly or indirectly similar to the Portland question as we understand it. Also presented in the brochure is information on the professional background of some of our key personnel having experience in the operation and economics of transportation facilities in various fields. Most of these people are serving here in our San Francisco office while others could be made available, if needed, from our parent New York organization. We wish to emphasize, however, that we anticipate that this assignment will require the rather specialized services of a consultant in the field of railroad operations, evaluation and economics. We have therefore made tentative arrangements to retain the services of Mr. James W. Diffenderfer as a special consultant, who would make the major contribution to the investigation, in the event our firm is assigned to this project.

Mr. Diffenderfer has served as a consultant with us on previous occasions. Enclosed is a brief outline of his professional background. You will note that Mr. Diffenderfer is at present serving in a highly responsible position with the Pennsylvania Railroad and that his activities appear to be in fields closely related to the Portland situation as we understand it. You will also note that he has appeared as an expert witness in various court cases.

I understand your urgency in this matter; accordingly we shall telephone you at the end of this week in order to learn of any need you may have for our appearing in Salem. If a visit to Salem proves desirable, we would appreciate some prior notice to that effect, in order to arrange for Mr. Diffenderfer's attendance.

Hoping that we may be of assistance to you in this matter, I am,

Very truly yours,

PBQ&D, Inc.

John E. Everson

John E. Everson

JEE:lfr:jc
Encl.

RECEIVED
JUL 8
OFFICE OF
STATE HIGHWAY ENGINEER

Professional Resume

JAMES W. DIFFENDERFER - Special Consultant

Experience: 1940 - date, with Pennsylvania Railroad, Philadelphia, Pa.
Manager, Special Services, office of Vice President, Special Services

1959 - date; (a) testimony and exhibits for presentation to various Congressional Committees, Interstate Commerce Commission, Pennsylvania Public Utility Commission; (b) engineering feasibility study for suburban train service between Bowie, Md. and Alexandria, Va. for Engineer Commissionor, District of Columbia; (c) economic and feasibility studies, negotiation, drafting of lease agreements in Philadelphia for underground three-track connection with Reading Company tracks, for purchase of new suburban rail coaches, and revamping Philadelphia suburban stations, realignments, grade separations; (d) study and report of economics of various schemes for grade-separated trackage between Newark and Journal Square, N.J. for Hudson and Manhattan Railway acquisition by Port of New York Authority; (e) prepared agreement between Delaware River Port Authority, Pennsylvania R.R. and Pennsylvania-Reading Seashore Lines for use of railroad facilities by Port Authority; (f) headed joint committee of five railroads for feasibility report and estimated costs thereof to National Capital Transportation Agency for suburban rail services using Washington Terminal and various railroad facilities; (g) negotiations with New Jersey State Highway Department on facility changes of railroad required by construction of proposed Interstate #80-S; (h) represented Pennsylvania R.R. and was one of eleven members of U. S. delegation to U.N. Economic Commission on Asia and Far East Study on new Tokaido Line of Japanese National Railway -- wrote chapters of report on Economics, Railway Operations, Signalling, Labor Relations and jointly edited chapters on Electrification and Signalling; (i) Chairman of P.R.R. management committee on economics and feasibility of high-speed rail passenger transportation, N.Y. to Washington and prepared report and exhibits; (j) Chairman of joint P.R.R.-Reading Co. management committee, coordinating activities and negotiations for use of railroad facilities for $62 million rapid transit line in Southern New Jersey for Delaware River Port Authority and prepared agreement to be executed by railroads and State Highway Department; (k) sole railroad witness (covering railroad operations, economics, financial relationships, engineering, etc.) at hearings on train discontinuance cases of Pennsylvania-Reading Seashore Lines; and (l) other economic studies.

March 1958 - March 1959; Project Manager, office of Vice President, Special Services, engineering and economic studies and negotiations

on contract with City of Philadelphia for operation of suburban rail services; studied feasibility and comparative cost evaluation of right-of-way for 3000-foot stretch in Camden, N.J., a 2-mile stretch in South Camden, a 4 1/2-mile stretch between Gloucester and North Woodbury, a 1-mile stretch between Camden and Pavonia, and a 2600-foot stretch in Pavonia Yard; a study of engineering and operating feasibility of alternative schemes over 66-mile portion between Bay Head, N.J. and New York City and 13 miles between South Newark and New York City -- this study was incorporated by N. J. State Highway Commission in his report to Governor of New Jersey and N. J. State Legislature on "New Jersey's Rail Transportation Problems ".

October 1957 - February 1958; Project Manager, Research & Development Department, studies related to railroad operation.

November 1955 - September 1957; Assistant Manager, Passenger-Traffic Research on Special Duty, economic studies of railway operating equipment and required replacements.

April 1955 - October 1955; Assistant Division Engineer, economic studies.

June 1947 - March 1955; Supervisor - Track, responsible for track and roadway construction and maintenance of various sections of mainline and branchlines, including surveying and supervision of alignment of various sections, Logansport, Indiana; Buffalo, New York; and Johnstown, Pennsylvania.

October 1943 - May 1947; Assistant in Engineer Corps of P.R.R. and Assistant Supervisor, sharing maintenance responsibility and engineering surveying on various sections of P.R.R., Philadelphia Division.

1940 - February 1943; various sub-professional and summer-time engineering positions with Pennsylvania-Reading Seashore Lines, Camden, New Jersey.

(March 1943 - September 1943, with U. S. Army in sub-professional engineering and bridge maintenance work.)

Consultant to:

(a) Iron Ore Company of Canada, (Quebec, North Shore and Labrador Railway, Sept Isles, P.Q.); prepared report in 1954 on study of 353-mile railroad construction recommending changes in railroad construction and maintenance.

James W. Diffenderfer

(b) L T Klauder and Associates, Philadelphia; survey, design and economic study of proposed three-line high-speed rail system, Southern New Jersey in 1958-59.

(c) Parsons, Brinckerhoff, Quade & Douglas; Transportation Study of Chicago's Northwest Corner.

Education: Brecknell University, Lewisberg, Pa., B.S. in C.E., 1943
Drexel Institute of Technology, Philadelphia, Pa., 1959

Licensed: New Jersey, Pennsylvania

Evasions:

. Diffendorfer
. Spec. asst to U.P.
for Agricultural Services
Penna. Rwy.

NOTED
R. L. PORTER

Rod.

This is the possibility for Portland Traction to appraise by Quade's outfit that I plowed you about Saturday.

NOTED R. L. FOS

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at destination

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GLEN S PAXSON, DEPUTY STATE HIGHWAY ENGINEER RETIRED= 1964 JUN 24 AM 11 14
STATE HIGHWAY DEPT SALEM ORG=

R L N

=CHECKED EXPERTS WE KNOW FOR AVAILABILITY. JUST MADE TENTATIVE ARRANGEMENTS L T NUCKOLS RETIRED CHIEF ENGINEER CHESAPEAKE AND OHIO RAILROAD. I WILL CALL YOU LATER TODAY FROM NEW YORK OFFICE=

J E EVERSON=

NOTED
R. L. PORTER

NOTED
G. S. PAXSON

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

July 3, 1964

AIRMAIL

Mr. Wm. Wyer, President
Wyer, Dick & Company
Odessa, Texas (Room 23, Lincoln Hotel)

Dear Mr. Wyer:

Reference is made to the telephone conversation on this date between you and State Highway Engineer Forrest Cooper relative to an appraisal to determine damages to the Portland Traction Company by proposed highway construction. So that you may have further information and possibly a better understanding of the problem, we submit the following.

The Railroad Company and the State of Oregon had tentatively reached an agreement which would settle the matter on an amicable basis. This agreement was submitted to the Federal Bureau of Public Roads and was rejected. We are now faced with securing independent appraisals of the problem and in the event that a settlement cannot be had upon the basis of the appraisals, which in turn must be approved by the Federal Bureau of Public Roads, we must resort to condemnation in either a State or a Federal court. In undertaking the assignment, it should be understood that in case condemnation is necessary, your firm would be available to testify.

Enclosed is a print from our Drawing No. 19987 which indicates the Portland Traction Company yards, tracks, and buildings. The drawing also indicates the highway alignment and pier locations for the highway structures.

Also enclosed is a copy of a recent letter from the Bureau of Public Roads outlining the Bureau's thinking as to to how such an appraisal should be prepared. There are some points in this letter on which the State and the Federal Bureau disagree. Our instructions will be that you are to make the appraisal on whatever basis you feel is proper and that you be prepared to express your opinion as to the amount

of compensation you feel the Railroad Company is entitled to receive. In addition to this, you should also be prepared to render an opinion of value based on the six points that the Bureau has outlined.

We understand that members of your organization can come to Salem in the near future to examine the project and negotiate with us concerning the length of time required and a fee for your services. As far as we are concerned, this agreement between your company and the Oregon Highway Department can be a brief and simple document but it must have Bureau of Public Roads concurrence before we can authorize you to proceed with the assignment. I am told that the Oregon Division Office of the Bureau, which is located in Salem, can approve this matter and should be able to handle it within a very short time (possibly, a day or so).

If you require additional information or any further data before coming to Salem, please let me know and we will promptly furnish anything available.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc:

cc Mr. Forrest Cooper
Mr. C. S. Paxson

FORM E-20X—50M—12-60 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1964

SUBJECT:

To: MEMO TO FILE

NOTED
R. L. PORTER

On this date, I talked to Mr. William Wyer in connection with the appraisal matter of the Portland Traction Company's railroad at the East Marquam Interchange. Mr. Wyer was at the Lincoln Hotel in Odessa, Texas.

Mr. Wyer stated that his firm was interested in doing the work and that the man that would be assigned to the job was Mr. C. J. Meyer. Mr. Meyer would be available the latter part of the week of July 6 or the early part of the week of July 13. Mr. Wyer requested that I send to him some preliminary information so that they could make an assessment of the problem. He further stated that Mr. Meyer would either come direct to Oregon from Texas to work out the details of a contract, or he would come prepared to start the work. The former procedure is the best under the circumstances.

Mr. Porter is preparing an informational letter to Mr. Wyer.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 30, 1964

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(14)301
East Marquam Interchange - Portland Traction Company

Please refer to Deputy State Highway Engineer R. L. Porter's letter of June 26, 1964 concerning a proposal to retain Wyer, Dick & Company to make a before and after appraisal of the Portland Traction Company property at the east end of the Marquam Bridge. The brochure and experience statement indicates that they have an adequate background as transportation consultants in order to perform the proposed appraisal service. We concur in your proposal to negotiate with this firm for the proposed work and understand that as soon as you negotiate a fee you will request approval to proceed. It is essential, if called upon, that they agree to testify and defend their appraisal in court. A second before and after appraisal will be required in accordance with PPM 21-4.1 and also in the event the case progresses to Federal condemnation.

In order that the appraisal will contain an adequate background for a possible condemnation action, we recommend that it contain the following information:

1. A before valuation of the railroad's real property. It is our understanding the railroad is of small size and that such a before valuation could be prepared within a reasonable length of time. The before appraisal must consider all forms of depreciation, ie., physical, functional and economic. The present railroad operation should be sufficiently analyzed in order to determine all depreciation that would affect the before value.

2. An after valuation of the railroad's real property based upon the highway structure occupying an air easement with the owner's use of the airspace under the structure limited to use for railroad operational yard trackage and parking areas. Any request to construct buildings under the structures after completion of the highway would be governed by IM 21-3-62, covering use of airspace. The after appraisal could be based upon Drawing No. 19611, which indicates the location of columns and piers, and evidently is a plan which has the railroad's acceptance concerning yard relocation. Such an appraisal would include an allowance for track relocation and would provide a review of the railroad's estimate of $129,260 covering

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

track changes. The appraisal would provide payment for the market value of the warehouses leaving any relocation of such buildings as a responsibility of the railroad.

An alternative valuation should be made of Parcel 1 based on a fee taking of the area presently occupied by the three warehouses with the railroad retaining the right of transit beneath the structures to their remaining property.

3. The consultant must consider compensable damages or special benefits that arise from the taking of the overhead easement and the yard relocation.

4. The appraisal must not consider payments for personal property, loss of business or good will, circuity of travel and diversion of traffic, or any item of damage not generally compensable in eminent domain. It continues to be our position that the warehouses constitute non-operating railroad property, and the appraisal should be on this basis.

5. The appraiser must complete an "Affidavit of Appraiser" as required by IM 21-5-62, dated 8-20-62.

6. The appraisal must conform with the objectives of Attachment 1 of PPM 21-4.1 entitled "Guidelines for the preparation of an Appraisal for Right of Way Purposes".

As indicated in our letter of January 29, 1964, we would look with favor upon a relocation plan that does not cost substantially more than the depreciated value of the improvements. We still believe a relocation plan is possible that would exclude the necessity to buy an easement through PGE's property and to provide expensive fill along the river. Therefore, the consultant should study the possibility of the railroad relocating their warehouses in areas west of the Union Avenue viaduct in portions of blocks 47, 52 and 53 of Stephens Addition. He should also consider the possibility of relocating one or more of the warehouses in the large vacant area that will remain in block 19 of Stephens Addition. The consultant should be given latitude to recommend any other plan that would solve the relocation problem at less expense than the presently proposed plan.

In previous correspondence you have indicated the State may not be able to condemn the railroad's property. Before Federal action could be initiated your Chief Counsel must submit to the office of the General Counsel, through the Division office, data indicating the reasons the State Highway Department cannot acquire the lands or cannot acquire them with sufficient promptness. See Paragraph 3a of PPM 21-4.2, dated May 20, 1963.

RECEIVED
JUL 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 29 1964
FOR FILING

Const
Projects
Interst - Portland
E Bank

June 26, 1964

E Morgan
Interch

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

Re: Portland Traction Company
Interstate Route 205 - Portland

Enclosed are a brochure and an experience statement from Wyer, Dick & Co., Transportation Consultants, of Upper Montclair, New Jersey.

We propose to retain this firm to make a before-and-after appraisal of the Portland Traction Company property at the east end of the Marquam Bridge. This is in line with Federal Highway Administrator Rex M. Whitton's letter of June 12 addressed to Mr. Cooper. We await word from you before employing a second appraisal firm. As soon as we receive concurrence from your office, we will negotiate the terms of the fee for this work and will ask your approval before issuing an order to proceed.

Your early attention to this matter will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
enc.

cc Mr. Forrest Cooper

WYER, DICK & CO.
TRANSPORTATION CONSULTANTS
250 BELLEVUE AVENUE
UPPER MONTCLAIR, N. J.
744-8600
AREA CODE 201

WM. WYER
PRESIDENT

June 24, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Dear Mr. Cooper:

In accordance with your request I am enclosing three copies of our brochure. This is a little out of date and is in the process of revision right now. Mr. Laurie, described in the brochure, is no longer with us and we have three additional senior officers who are described on the separate sheets included in the brochure.

In addition to the full time officers listed in the brochure, we have a roster of retired railroad officials who are well qualified in various technical phases including several with engineering and valuation experience. This work would probably be handled either by Mr. Meyer, Mr. Sharfman or Mr. Jones who have had considerable experience in these matters together with one of our supplemental roster of engineering employees.

The brochure does not stress the kind of work that you have described to me since, as of the time of its issuance, we had not done very much of it. However, in recent years we have done considerably more and I list below the jobs of this character which we have handled.

Appraisal of the entire properties of the North Kansas City Bridge and Railroad Company, an industrial switching line in North Kansas City. This was a condemnation proceeding in which we were employed by the Railroad. Completed in 1944.

Appraisal of the Hoboken Warehouse of the Delaware, Lackawanna & Western Railroad Company. This was for the purposes of taxation and we were employed by the Railroad. Completed in 1945.

RECEIVED
JUN 26 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
R. L. PORTER

Appraisal of an easement to New York Central Railroad by the City of New York to locate and operate its main line underneath Park Avenue in New York City. This appraisal was for the purpose of assessing a special franchise tax. We were employed by the City of New York.

Two court proceedings were involved in 1949 and 1958.

Appraisal of the damage, including incidental damage, which the Chicago, Milwaukee, St. Paul & Pacific Railroad would suffer in the event of condemnation of a line in Minneapolis in which we collaborated with the firm of Edwards & Kelcey, highway engineers. We were employed by the State of Minnesota. Completed in 1958.

Appraisal of Rosslyn Connecting Railway (part of the Pennsylvania System). Employed by the Commonwealth of Virginia. Completed in 1961.

Appraisal of a segment of the Tennessee Central Railway. Employed by State of Tennessee. Completed in 1962.

Appraisal of effect of taking upon rail service to remainder of industrial property. Condemnation of portion of Siskin property at Nashville by State of Tennessee. Employed by State. Case completed in 1962 including jury award.

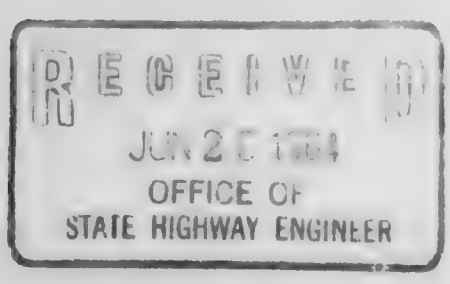
Appraisal of Fifth Avenue Coach and Surface Transportation Companies (Bus) condemned by the City of New York. Employed by the City of New York. Case now awaiting decision.

Appraisal of the Hudson and Manhattan Railroad condemned by the Port of New York Authority. Employed by the Port of New York Authority. Studies now in progress.

In addition to the above, we have made many studies or appraisals to determine value of railroads or segments of railroads for various financial institutions or for other railroads.

We will be glad to provide additional information in more detail if desired and hope very much we will have the pleasure of working with you.

Sincerely yours,



U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20235

NOTED
R. L PORTER JUN. 1 2 1964

IN REPLY REFER TO:
39-20

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

THRU:
Mr. B. M. French
Regional Engineer

Dear Mr. Cooper:

This is in reply to your letter of May 21 to Mr. E. H. Swick advising of the meeting held with the various railroads, regarding the acquisition and relocation of the Portland Traction Company facilities required for the East Marquam Interchange in Portland.

Your discussions with the railroads and subsequent review of the economic feasibility of possible alternates, as agreed on at the April 17 meeting here in Washington, reveal the railroads are unwilling to alter their original position regarding the relocation of the warehouses and accordingly you now feel there are two courses of action you can take. The first is to accept the railroads' plan and the second is to condemn. You urge acceptance of the first course of action, settlement on the basis of the railroads' plan.

One of the railroads' reasons for not wanting to make any changes in the original plan in which you feel they are justified, is that "they are giving up considerable trackage and that in the end they are not receiving more than simply being made whole". The logic of this statement appears dubious, since the current plan for removal, alteration and relocation of tracks was prepared by the railroad company, and whatever operating tracks are to be eliminated will be because the railroad wants to eliminate them. This type of logic also occurs in the railroads' request that they be paid the depreciated value of certain operating facilities rather than have them relocated, the result being a plus factor or net in dollars to the railroad.

The possible consequences resulting from condemnation have been thoroughly discussed with our General Counsel's Office and they feel that a strong case, in our favor, could be presented in both, the State and Federal courts. The traction company being small could readily be appraised as a separate entity on a before and after basis, and it is felt such appraisals would reflect benefits

and betterments resulting in an estimate of damage below the total cost of the present railroad plan. Furthermore, the maximum damages any court would allow in any event would be the cost to make to railroad whole. We feel our position is stronger than the railroads in this case.

Our reimbursement policy regarding relocation or partial acquisition of railroad facilities has always been predicated on the reasonableness of the railroads' plan based on sound engineering judgment and substantiated economic considerations. We feel in this case the railroads' plan is not reasonable and since they are unwilling to change it in any way we have no alternative but to recommend that you institute condemnation proceedings. The appraisals you now have on hand could serve as a basis for such court deposit as are necessary.

Federal condemnation in accordance with Section 107, Title 23, U.S. Code, could be instituted in this case in accordance with the qualifying provisions of PPM 21-4.2, if necessary. Two appraisals of the before and after values of all Portland Traction Company facilities and property, in accordance with provisions of the Federal law, will be required in the event Federal condemnation is necessary.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

Act	Info		Init
		Div Eng	
		Eng Coord	
✓		Dist Eng - A	
		Area A Eng	
		Dist Eng - B	
		Area B Eng	
		Planning	
		R/ of Way	
		Bridge Eng	
		Admin Mgr	
		Maint	
		File	

Mr. R. M. French, Regional Engineer
08-00 Portland, Oregon

E. H. Swick, Director of Right-of-Way and Location
Washington, D. C.

Oregon I-5-6(14)301 - East Marquam Interchange
Portland Traction Company

Your recommendation of June 1 and the alternatives contained in Division Engineer Parsons' memorandum of May 28, have been reviewed and studied in the light of State Highway Engineer Cooper's letter of May 21, advising of the State's position in this matter and our comments and recommendations are set forth below.

We have again reviewed the information regarding leases, etc., included with your March 24 memorandum, and our position of February 17 remains unchanged. Further checks with the Interstate Commerce Commission following receipt of the additional information, revealed that traction companies such as the Portland Traction Company are not normally covered by the Interstate Commerce Commission and warehouses leased to others are not considered operating facilities. You will note in Mr. Cooper's letter of May 21, no mention of the Interstate Commerce Commission is made.

The valuation of the railroad property at Clay and SE 1st Avenue, according to Mr. Cooper's letter reveals an amount of $53,700. No mention is made of the total area involved or the unit value of same. We assume this would be the total value, without tracks. The State did not definitely advise if the warehouses leased to Pacific and Atlantic Shippers and Pioneer Carloading could be relocated there.

While the State has not concluded that it could not condemn the railroad property in sufficient time for the orderly progression of the construction of the project, this factor will have to be established prior to any consideration for Federal condemnation. We also feel in the event of any condemnation action State or Federal, before and after appraisals of the entire railroad would be necessary. The General Counsel's Office and we feel that before and after appraisals will reveal certain benefits not previously discussed, since the railroad as per their letter of December 18, 1963, to the State, desires the use of area beneath the viaducts.

(more)

XERO COPY

We concur in your recommendation that the State should proceed to condemn the necessary railroad lands required for the project.

Enclosed is our reply to Mr. Cooper for your review and delivery to him.

Enclosure

cc: Mr. F. C. Turner
Mr. D. H. Anders
Mr. C. H. Smith

RECEIVED
JUN 1961
OREGON DIVISION

XEROX COPY
XEROX COPY
XEROX COPY

F/L
1-6-6(14)301
Port Transp. Fac.

412 Mohawk Building
222 S. W. Morrison
Portland, Oregon 97204

June 1, 1964

03-00.7

Mr. E. H. Swick
Director of Right of Way and Location
Washington, D.C.

B. M. French
Regional Engineer
Portland, Oregon

Oregon project I-5-6(14)301 - East Marquam Interchange
Portland Traction Company
State Highway Engineer Cooper's May 21 letter to you

Attached is a copy of Division Engineer Parsons' May 28 memorandum listing three alternatives. We believe that No. 3, condemnation, is the only practical solution.

While we realize that the importance of completing the Interstate system promptly is paramount, we do not believe that it justifies spending some $300,000 more in rearranging the railroad's facilities than is necessary to discharge the State's obligation. If the information we sent you on March 24 did not change your opinion as expressed in your February 17 memorandum we believe that the procedure you outlined should be followed or that if negotiations on that basis fail, that condemnation proceedings should be instituted.

Alternative No. 1 would be satisfactory if the State wished to proceed with its plan, limiting its claim for Federal participation to the costs of doing as suggested in your February 17 memorandum. However, we do not believe there is any possibility that the State would accept reduced participation.

Although, as pointed out in Mr. Parsons' memorandum, a condemnation action will necessitate the services of an expert to testify as to the practicability and cost of a solution which would be advocated by the State (or by the United States) we do not think that it would be necessary to have such expert's investigation completed prior to filing; so no undue delay should result. This is the last project to be constructed on I-5 in Portland, and it must be completed to enable opening I-5 all the way through Portland from the Baldock Freeway to the Columbia River Bridge to Vancouver in late 1965. All other work is under construction and well advanced. Under these circumstances we believe that with the importance the Bureau has placed on progress of the Interstate system we cannot be placed in a position of delaying this final project. Ordinarily the

- more -

State of Oregon is able to get immediate possession upon filing a condemnation complaint, but if it can be shown that because of the defendant being a railroad company State process would result in undue delay, the objection should be overcome by using the Federal court.

With your concurrence we are prepared to recommend that the property be condemned in Federal Court upon request by the State supported by a showing that it could not be acquired with sufficient promptness in the State court.

Attachment

cc: Parsons

RECEIVED
JUN 3 1964
XEROX COPY

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

July 20, 1964

State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Gentlemen:

The prints of the following plan title sheets and also the location prospectus submitted to us by letter dated June 30, 1964, have been reviewed:

Oro Dell-LaGrande Section, Old Oregon Trail Highway, Union County.

Biggs-Rufus Section, Columbia River Highway, Sherman County.

East Marquam Interchange Unit, East Bank Freeway Section, Pacific Highway, Multnomah County.

Location prospectus for the Burlington-Portland Urban Limits Section of the Columbia River Highway, Multnomah County.

There is no stream involved in the Oro Dell-LaGrande project and we forsee no fishery conflict in connection with the construction of the remaining projects. Hence, these projects meet with our approval.

Bringing these matters to our attention is appreciated.

Sincerely,

William D. Clothier

WILLIAM D. CLOTHIER, ACTING
STATE FISHERIES DIRECTOR

cc Reino Koski, Oregon Game Commission

Copies to:
Lloyd Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
F. B. Klaboe (2)
A. E. Johnson (2)
Dean Swift (2)
A. F. Parson (2)

RECEIVED
JUL 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 16 1964
FOC

Commissioners
Tallant Greenough, Coquille
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Wayne E. Phillips, Baker

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

July 15, 1964

CONSTRUCTION DIVISION
RECEIVED
JUL 16 1964
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plan title sheets and a prospectus for the following projects:

1. Oro Dell-LaGrande Section, Old Oregon Trail Highway, Union County.

2. Biggs-Rufus Section, Columbia River Highway, Sherman County.

3. East Marquam Interchange Unit, East Bank Freeway Section, Pacific Highway, Multnomah County.

4. Burlington-Portland Urban Limits Section, Columbia River Highway, Multnomah County.

There will be no fishery problems in connection with these projects and the plans are approved.

We appreciate receiving the information on this construction.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

cc: L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)
Dean Swift (2)
F. B. Klaboe (4)

ROK:dm

cc: Director, OFC

RECEIVED
JUL 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
JUL 16 1964
FOR FILING

E 6(41) 501
6576

Salem, Oregon
July 14, 1964

Mr. F. B. Klaboe
Metropolitan Engineer

Portland

This is to follow up our telephone conversation of yesterday relative to an appraisal of the Portland Traction Company taking at the east end of the Marquam Bridge.

The firm of Wyer, Dick & Company has indicated a willingness to accept this assignment and has been approved by the Bureau of Public Roads. Mr. C. J. Meyer of that firm, who will make the appraisal, plans to be in Portland on the morning of July 21 at the Congress Hotel and will call your office for an appointment to inspect the premises.

This is potentially a Federal condemnation and if such is the case, the appraisal should be prepared along the lines of the Bureau's letter. The appraiser should also be prepared to testify on whichever basis or approach he feels is proper. We are in disagreement with the BPR on several features of how the work should be accomplished.

If you prefer to have Lloyd Shaw or someone else in attendance at this meeting, please let me know.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
Att: copy of BPR letter 6/12/64 (mailed 7/14/64 to Mr. Cooper)
" " " " 6/30/64
Copy of letter to Wyer, Dick & Co. 7/3/64
Two copies of Dwg. # 19987

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw

RECEIVED

Form CO-12 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N. E.
Salem, Oregon 97301

DATE: July 13, 1964

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : T. Dec
Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(14)301
East Marquam Interchange - Portland Traction Company

Please refer to Deputy State Highway Engineer R. L. Porter's letter of July 10, 1964 concerning a proposal to retain Parsons, Brinckerhoff, Quade and Douglas to make a before and after appraisal of the Portland Traction Company property at the east end of the Marquam Bridge. The brochure and experience statement indicates that they have an adequate background as transportation consultants in order to perform the proposed appraisal service. We concur in your proposal to negotiate with this firm for the proposed work and understand that as soon as you negotiate a fee you will request approval to proceed.

The recommendations concerning what information the appraisal should contain outlined in our memorandum of June 30, 1964 regarding retention of Wyer, Dick and Company are pertinent to this proposal also.

As requested by Mr. Porter we are returning the copy of the company's experience brochure.

See Booklet in folder —

RECEIVED
JUL 14
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 6 1964
FOR FILING

FORM E-30 8OM 12-63 84076

I-5-6(41):01

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1964

SUBJECT:

To: MEMO TO FILE

On this date, I talked to Mr. William Wyer in connection with the appraisal matter of the Portland Traction Company's railroad at the East Marquam Interchange. Mr. Wyer was at the Lincoln Hotel in Odessa, Texas.

Mr. Wyer stated that his firm was interested in doing the work and that the man that would be assigned to the job was Mr. C. J. Meyer. Mr. Meyer would be available the latter part of the week of July 6 or the early part of the week of July 13. Mr. Wyer requested that I send to him some preliminary information so that they could make an assessment of the problem. He further stated that Mr. Meyer would either come direct to Oregon from Texas to work out the details of a contract, or he would come prepared to start the work. The former procedure is the best under the circumstances.

Mr. Porter is preparing an informational letter to Mr. Wyer.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

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FOR FILING

FORM E-30 9CM 3-63 40607

I-6(a)-1

6-76

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1964

SUBJECT: File No. R-28365
Portland Traction Company
East Bank Freeway
Multnomah County

To: Mr. Forrest Cooper
State Highway Engineer

BUILDING

The Oregon State Law pertaining to the condemnation of railroad facilities is contained in the following chapter of the Oregon Throughway Law:

"ORS 374.020 INTERFERENCE WITH RAILROAD FACILITIES PROHIBITED.

No throughway shall be established upon or across the tracks, yards, station grounds or other operating properties of any common carrier railroad, or upon or across any industrial or business property served by railroad industrial trackage, or upon or across any property at such a location as to unduly interfere with the reasonable access of shippers, passengers, or the public to railroad depots, team tracks or other facilities for receiving or delivering freight or passengers transported by railroad unless the State Highway Commission and the railroad agree on a proposed throughway project, or unless the Public Utility Commissioner finds by order, upon petition of the State Highway Commission, after notice to the railroad and hearing in accordance with his rules of practice, that public convenience and necessity so require."

The Portland Traction Company is a common carrier railroad jointly owned by the Union Pacific and Southern Pacific Railroads. The property involved, over which the State is seeking an easement, is operating property. The State and the railroad have reached an understanding respecting the property to be acquired, the relocation of buildings and trackage necessitated by the taking, and the formula for payment, which understanding the State has recommended to the Federal Government for approval.

NOTED
FORREST COOPER

The State facility to be constructed is a throughway and a part of the National System of Interstate and Defense Highways. The State and the Federal Government will share the cost of right of way acquisition and construction--8% State and 92% Federal. The Federal Government, through the U. S. Bureau of Public Roads will not approve the State's proposed settlement with the railroad.

Under such circumstances does the State now have the authority to institute condemnation proceedings against the railroad. In my opinion it does not.

Section 374.020, or Oregon's Revised Statutes, makes it graphically clear that any interference with railroad facilities is prohibited unless the State and Railroad agree on the throughway project. There has been a meeting of the minds between the Highway Commission and the railroads. The fact that the Federal Government does not approve the proposed settlement and, therefore, will not participate in right of way costs would not, in my opinion, open the door for a petition by the Highway Commission to the Public Utility Commissioner for a certificate of convenience and necessity.

Even assuming, without admitting, that the Public Utility Commissioner would entertain a petition, the same would not entitle the State to immediate possession of the property involved. Immediate possession is only available upon the filing of condemnation proceedings.

Should the State petition the Public Utility Commissioner for a certificate of convenience and necessity, we are convinced the railroad would vigorously resist the same and appeal any adverse rulings. This, in my opinion, would delay the matter not less than one year and then, and only then, could the State, assuming a ruling in its favor, institute condemnation proceedings and a request made of the court for immediate possession.

Such a petition would be a matter of first impression in this state, since there has never been need to resort to a proceeding of this kind. Obviously we have no precedent to follow, nor have we any idea of requirements of the Public Utility Commissioner in such a proceeding.

Additionally, a serious jurisdictional question could be raised in this case, the outcome of which is problematical. While the Throughway Law does indicate the matter could be brought before the Public Utility Commissioner, the general law pertaining to the jurisdiction and authority of the Public Utility Commissioner does not extend to cities over 100,000 population. Portland, as you know, is a city with a population in excess of 100,000 population.

Should the jurisdictional question be raised, this could result in further substantial delays.

It is the further opinion of the undersigned that the requested immediate possession would not be granted until the railroad had a reasonable time in which to rearrange their facilities which I am informed would take a period of at least six (6) months.

My conclusions therefore, are as follows:

1. We cannot institute condemnation proceedings against the railroad.

2. The Public Utility Commissioner, under the facts present in this case, would not entertain a petition for a certificate of convenience and necessity.

3. Assuming the Public Utility Commissioner would entertain such a petition and would eventually rule in favor of the State, it would take at least a year and a half for the State to secure possession of the property required, assuming resistance to the petition on the part of the railroad, which such resistance is assured.

L. I. Lindas
Chief Counsel

LIL:lb
cc--Mr. R. L. Porter
--Mr. G. S. Paxson

Report from Steerner 6/23/64

PT tracks retired	23293 lines PT
New tracks	13075 " "
Net reductions	10 218 " "

P.T. Property Taken — 164,000 Sq Ft (3.765 Ac)

Property to P.T. Co

Pioneer	=	24500
Flynn		45000
		69,500

69500 Sq Ft (1.595 Ac)

94,500 Sq Ft (2.17 Ac)

Tract remnant

The yard rebuilding results in 9,333 Lin. Ft ± track net loss.

Memo of Meeting on April 17, 1964.

In a meeting today between Forrest Cooper and L. I. Lindas of the Oregon Highway Department, and Mr. Turner and others from the Public Roads, it was agreed that the Highway Department will be asked to make a further study of one particular element of the proposed settlement with the Portland Traction Company for easements necessary at the east end of the Marquam Bridge.

Public Roads is not satisfied that the proposal to move three leased warehouse buildings is the best or most economical solution. It appears that the acquisition of land along the river bank and the necessity for crossing the yards of the Portland General Electric Company with the spur track, all of which aggregates about $275,000, is a very expensive solution. The Department is asked to investigate other plans for relocation of the buildings, including one that would utilize the tract of land now occupied by loading docks and which will be cleared of tracks as a part of the railroad adjustment. This tract lies generally east of the buildings as they are now located and Mr. Cooper and Mr. Lindas are familiar with the specific location. The estimated value of this tract before and after the adjustment is also desired. A second possible site, although one which probably is not as suitable, is that adjacent to the proposed relocation for the Flynn Forwarding Company.

A further decision on the matter will be deferred until the Highway Department has supplied the requested information.

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MAY 21 1964
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May 21, 1964

AIRMAIL

Mr. R. H. Swick
Director of Right-of-way and Location
Bureau of Public Roads
1717 "H" Street, N. W.
Washington, D. C. 20235

Dear Mr. Swick:

Further reference is made to the discussion in your office on April 17 of the problem involved by the establishment of Interstate Route 5 with the facilities of the Portland Traction Company in the city of Portland, Oregon.

As a result of this meeting, the Oregon State Highway Department has attempted to work out some plan with the Portland Traction Company that would involve less public money than the one presented. A meeting was held on April 20, 1964, in the Traction Company's offices with the following persons present:

Representing the Southern Pacific Company

A. W. Milburn - Superintendent
H. K. Koberstein - Division Engineer

Representing the Union Pacific Railroad Company

P. K. Hansen - Division Engineer
A. V. Didier - Assistant Division Engineer
L. A. Fisher - Land Agent

Representing the Portland Traction Company

P. A. Adams - Superintendent
J. A. Meeker - Roadmaster

Representing the Oregon State Highway Department

Lloyd P. Shaw - Assistant State Highway Engineer
F. B. Klaboe - Metropolitan Engineer
T. W. Litchfield - Utilities Liaison Engineer
Dale K. Sturzer - Resident Engineer

At this meeting, each possible adjustment of the Traction Company was given lengthy consideration. Possible alternate locations for carloading facilities, repair buildings, and an office building were evaluated both from the point of view of the railroad companies and that of the State. The conclusion was that the relocation plan which had been presented was the only one which was acceptable to the railroads and the only one which they felt would provide a satisfactory operation. Many diverting ideas have been looked into but, after careful consideration, we must agree with the railroads' position.

Mr. Adams of the Traction Company stated that some possible economy might be realized by the use of new prefabricated buildings rather than moving the existing buildings onto new foundations. He even agreed to some reduction in the size of the buildings if such a scheme could be worked out. Estimates of prefabricated buildings were obtained and while it appeared at first that some possible savings might be realized, it was found that when all things were considered, they are actually more expensive than moving the existing facilities.

In effect, the Department is now back to where it was on the date of our discussion in your office. The railroad companies are adamant in that they will willingly accept nothing less than the plan which was explained to you. The companies feel that while possibly some of the buildings may be relocated in a somewhat more favorable location, they are giving up considerable trackage and that in the end they are not receiving more than simply being made whole. The railroads' position seems justified in that they now have a workable setup, which we must disrupt in order to build the freeway. There are many advantages to the State and the Bureau to settle this matter amicably and get the show on the road. This is well understood by all parties and I will not elaborate. The only alternative that we know of is condemnation, which will be an extremely difficult and time-consuming procedure and will not only cost us a lot of time, which in this case is very valuable, but will without a doubt increase the monetary cost of the project very substantially. Under condemnation, we cannot force the railroad companies to rearrange any of their facilities, trackage, or buildings. We must deal on the basis of the taking, plus severance, and damage to the remainder which could and probably will be an extremely substantial figure.

It was suggested or requested that an appraisal be prepared of the property southerly of Clay Street and westerly of S. E. 1st Avenue that will remain after the new freeway facilities have been constructed. Our Right of Way Engineer advises that he has reviewed the appraisals that indicate a market value of $53,700. It is virtually impossible to approach this thing on a before-and-after basis. The market value is, to a degree, measurable and finite while the value as right-of-way is practically indeterminable.

In summary, it is now obvious that the State and the Bureau of Public Roads are to the point of either accepting the railroads' proposition or preparing the matter for condemnation. I strongly urge that the Bureau again review this matter with the idea of your concurring in a settlement on this basis. It is my opinion that both the State and the Federal Government will be much better off to settle this matter on an amicable approach rather than to resort to an eminent domain proceeding. Oregon has generally a very workable condemnation law; however, as far as public utilities are concerned, it is necessary first of all that permission to condemn be obtained from the State Public Utility Commissioner. It is not likely that the Commissioner would issue an order if our plan in any way disrupted the operating procedures of the utility involved. We feel about the only way the State could condemn the property would be on the basis that the project would cause no disruption to railroad facilities and, as I am sure you know, such construction would be almost impossible or at least extremely expensive.

This matter has occupied the time of many of the most skilled people in our organization for a period of several years. We have carefully gone into every facet of the problem and feel that the one presented is fair and workable and that, under the circumstances, the only apparent alternate will be extremely time-consuming and ultimately much more costly. I urgently request your approval of the proposed settlement.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ms FC:fn

cc A. W. Parsons
Commissioners

R L. Porter
Lloyd P. Shaw
Victor D. Wolfe
G. S. Paxson
L. I. Lindas
F. D. Morgan
Fred Klaboe

RECEIVED
MAY 25 1964
FOR FILING

Salem, Oregon
May 14, 1964

Mr. Forrest Cooper
State Highway Engineer
O f f i c e

An attempt to devise a more economical plan for re-establishment of the Portland Traction Company's tracks and buildings at East Marquam Interchange led to a meeting at the Company's office located at 1635 S. W. Water Avenue in Portland. The meeting took place Monday, April 20, 1964. Those present were:

A. W. Kilborn, Southern Pacific
H. Koberstein, Southern Pacific
P. A. Adams, Portland Traction
L. A. Fisher, Union Pacific
J. A. Meeker, Portland Traction
P. E. Haacke, Union Pacific
A. V. Didier, Union Pacific
Lloyd P. Shaw, OSHD
F. B. Klaboe, OSHD
T. W. Litchfield, OSHD
Dale E. Sturmer, OSHD

Each operation of the Traction Company was given lengthy consideration. Alternate locations for car-loading facilities, repair buildings, and an office building were evaluated, both from the point of view of the railroad companies and the State. The conclusion was that the relocation plan which had been evolved at an earlier date was the only one with which the railroads felt they could operate satisfactorily.

Mr. Adams of Portland Traction Company, thought possibly an economy in building relocation could be realized if prefabricated steel buildings were used, rather than the existing buildings being moved onto new foundations. New buildings would provide for direct relocation of some of the car-loading operations, in contrast to a double move if present buildings

were used. Also, after the meeting had adjourned, Mr. Adams stated that he would favor and would recommend to the other railroads if prefabricated steel buildings were used, an adjustment, downward, in floor area be accepted. The reduction he suggested was to be accomplished by using a maximum 40-foot width (some of the existing buildings are wider) but with some increase in length.

Rough estimates of prefab buildings were immediately obtained from one steel company. It appeared from the figures presented that a possible savings of several-thousand dollars might be realized from this type of installation. More detailed estimates and comparative figures were obtained from several steel companies. It was found that the original prefab figures provided for our use had not included overhead doors, which are essential, and also lacked several other less costly, but necessary, items. When all necessary features were included in the estimates for new buildings, it was found that even with reduced floor area no reduction in cost from that of moving existing buildings could be attained.

During the extensive investigation of the acceptability of prefab steel buildings as regards building codes and fire protection regulations, the possibility of a variance in those codes and regulations was suggested by some of the people in the City Division of Buildings. The fire-retarding reconstruction of existing buildings, if moved to new locations, involves removal of siding and placing layers of fireproof building board (such as cement-asbestos board or similar material) on the frame of the building, then replacing the siding.

It was necessary to place a proposal for a variance before Stanley Earl, Commissioner; Mr. Christensen, Chief of Building Bureau; and Chief Riopelle, Fire Marshall. This was done May 11. The only variance considered acceptable by the group was a substitution of a full sprinkler system for the fire resistant construction.

Estimates of the cost of a sprinkler system indicated no saving over the reconstruction to a satisfactory fire resistant level. Furthermore, the companies operating the car-loading buildings have opposed any consideration of sprinklers in lieu of other means of fire delay. The possibility of accidental trip of sprinkler controls and resulting damage to goods being handled they regard as a serious risk.

We now stand where we started. The only acceptable plan is the shift of buildings to the locations previously determined. All estimates of the alternate treatment of buildings have been thoroughly checked and have been found to be substantially correct. I feel that an honest and relatively unbiased

effort was put forth by all present in an attempt to produce a plan which would be less costly and still retain the essential operating characteristics of the existing facility. I can only suggest that the Federal Government be again requested to consider our plans favorably.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

FORM E-90 80M 7/58 43200

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1964

SUBJECT:

To: MEMO TO THE FILE

Cost estimates on prefabricated buildings which had been provided by Armco and costs which had been compiled in Mr. Klaboe's Division were given to Al Rear and Dale Sturmer this date for further investigation and estimate.

Mr. Rear was asked to have Mr. Sturmer keep in contact with Mr. Adams of Portland Traction Company to the end that the most economical arrangement possible would evolve.

This matter will be needed in the near future and Mr. Rear was asked to make every effort to complete this work within a few days.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

ESTIMATE OF COST OF WAREHOUSE BUILDING 50' x 166' - PLANS BY BUTLER BUILDING (SABRE STEEL BLDG. CO.)

Butler Components		
Building, erection, freight		$19,767
Field Costs		
Including Blue Printing, working drawings, building permit, job office, job phone, field toilet, temporary electric service		1,845
Construction and Miscellaneous Purchases		
Acoustical ceiling including thermal insulation	1,788	
Air conditioning, 3-ton Janitrol	1,671	
Carpentry	4,794	
Electrical	4,990	
Floor Tile	420	
Folding Door installed	443	
Gutters	423	
Hardware	75	
Miscellaneous iron	1,043	
Overhead doors	3,007	
Painting	691	
Plumbing	3,690	$44,647
Payroll taxes, overhead, etc.	8,736	8,736
		$53,383

Prepared April 1, 1964

NOTED
LLOYD P. SHAW

FORM E-30 SOM 2-63 40007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 1, 1964

SUBJECT:

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

Mr. Shaw

ATTENTION: Mr. D. J. Barbee

On April 20 a meeting was held between members of the Oregon State Highway Department and the three railroads involved in the location of the East Marquam Interchange. A Memo to the Files concerning this meeting is enclosed. Please note that in the last paragraph I made reference to instructions given to us by Mr. Shaw concerning a slight revision of the proposed location of the Pioneer Carloading Building.

This assignment has now been completed, and in that connection I forward a copy of a letter from Resident Engineer Sturmer, a copy of a letter to me from Mr. H. Kenneth Anderson, Chief Engineer, Bureau of Water Works, copies of estimates prepared by Sturmer for the revisions required to the City water main and sewer line, a 1"-50 scale sketch map showing the proposed changes, and a set of cross-sections used to work up the estimates.

in Urban Design — shows possible revision of mains; sewer to north of building; water line in 9x9 box at present location. F.D.

Please note that the stipulations placed on overbuilding this water main by Mr. Anderson would allow us to place the building over the pipe only if it were impractical to select an alternate site, and further, that we can prove that the plan is clearly in the public interest. Mr. Anderson further stipulates the construction particulars that he would require, along with a statement to the effect that any revisions could only be done during winter months.

Also note that the overbuilding of the water and sewer line would result in a total net additional cost to the State of $18,700.

We naturally recommend that the idea of overbuilding the water and sewer lines be abandoned.

Please pass this information on to Mr. Shaw, as he is interested in the information.

CONSTRUCTION DIVISION
RECEIVED
MAY 1 1964
NOTED

F. B. Klaboe
Metropolitan Engineer

FBK:sb
Enclosures
cc Mr. Ivan D. Merchant (w/enc.) Mr. Walter T. Wright Mr. Dale Sturmer

FORM E-30 SOM 5-58 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 29, 1964

SUBJECT: Relocating Buildings
East Marquam Interchange
Prefix: 26-1468

To: Mr. F. B. Klaboe
Metropolitan Engineer
Metropolitan Division

In accordance with your instructions, dated April 26, 1964, the following is the results of my investigation of moving the Pioneer Carloading Building southerly to abut on the North wall of the P & A Shippers building. This requires placing the Pioneer building over a 30-inch water main and a 12-inch sewer, both of which are located in S. E. Clay Street and are owned by the City of Portland.

Included is the following data:

1. Cost estimates of the proposed changes;

2. 50 scale sketch map of area;

3. Sections showing water main and sewer.

According to Kenneth Anderson, Chief Engineer for the Water Bureau, the Water Bureau is extremely reluctant to permit buildings over City water mains, and would require a concrete access tunnel approximately nine (9) feet square. Mr. Anderson has outlined this and other minimal conditions in a letter dated April 24, 1964, a copy of which is attached.

Relative to the 12-inch sewer line, Mr. Rosenthal, City Engineer, has requested that the sewer be either rerouted around the North end of the relocated Pioneer building or placed in a conduit with a minimum diameter of 48-inches; the conduit to extend from the easterly side of the building to the outfall at approximately the harbor line.

Both the water main and the sewer line are very deep. The flow line of the water line is approximately 12 feet below the ground surface

at the manhole near the westerly end of the P & A Shippers building and drops to an elevation of approximately 27 feet below City datum at the harbor line. A nine by nine (9' x 9') box culvert, 85 feet in length, has been used in estimating the cost of the conduit. The Water Bureau has requested a removable bulkhead at the easterly end of the conduit so that if the main needed replacing, the earth at the end of the conduit could be excavated. Estimates include a manhole in top of the conduit, East of the building, for access for ordinary maintenance. The design of the box culvert, taken from standard drawing No. 7-2-2, has been made in part for fills of 20 and 30 feet, depending on the depth. This is a greater strength than necessary, but it is anticipated that the Water Bureau will request vertical realignment of the main in order to remove the vertical angle and lessen the gradient of the river end which approaches 2:1.

According to City of Portland profiles, the 12-inch sewer line is approximately 30 feet deep. This is also indicated in that I have never been able to find the outfall even at low river stages, although there is an oozing out of sewage from the beach near the waters edge.

Three (3) estimates have been made for the revision of the sewer line: (1) encasing in a 48-inch conduit for that part from the easterly side of the building to the outfall; (2) rerouting it around the northerly end of the relocated building; (3) raising profile on the existing alignment. No. 2 is the cheapest.

Cost estimates are as follows:

Placing Water Main in Conduit		
9' x 9' Box Culvert	$21,200.	
Alterations by Water Bureau ("Off-the-Cuff" Estimate by Water Bureau)	5,000.	
Subtotal for Water Main Revision	$26,200.	
Placing Sewer Line in Conduit	$ 8,900.	
Total Water Main & Sewer	$35,100.	$35,100.
Savings Due to Abutting Buildings		
Decrease of Fill in River (4160 Cu.Yds.)	$15,600.	
Decrease of 45' of Track	800.	
Total Savings	$16,400.	$16,400.
Net Additional Cost by Abutting Buildings		$18,700.

The Water Bureau was extremely reluctant to give an estimate for their portion of the revision, as they have little conception as to what it would entail. Therefore, the figure of $5,000. is very approximately.

With the relocation of the Pioneer Building to the South, the toe of the rock embankment should not extend into the D. C. O'Reilly property, R/W 35797, to the North. However, since the State is taking away all access to the property, except by water, it would be advisable to purchase the property.

Dale E. Sturmer
Locating Engineer

DES:cp

Enc.

DETAILED ESTIMATE

East Marquam Interchange

Dale E. Sturmer
Locating Engineer
April 29, 1964

Installation of 30-inch Water Main in Conduit

Item	Unit	Net Qty.	Allowance	Total Qty.	Unit Cost	Amount
1. Class "A" Concrete	Cu.Yd.	106	10	116	$ 85.00	$ 9,860.00
2. Reinforcing Steel	Lbs.	20,160	2,040	22,200	0.18	3,996.00
3. Drainage Excavation	Cu.Yd.	658	62	720	5.00	3,600.00
4. Concrete M.H. Less Than 12' Deep	Each	1	0	1	200.00	200.00
					Subtotal	$17,656.00
					+20% Engineering & Contingencies	3,544.00
					Subtotal	$21,200.00
					Revisions by City of Portland (See Letter)	5,000.00
					TOTAL	$26,200.00

DETAILED ESTIMATE

East Marquam Interchange

Dale E. Sturmer
Locating Engineer
April 29, 1964

Rerouting of 12-inch Sewer Around Relocated Pioneer Building

Item	Unit	Net Qty.	Allowance	Total Qty.	Unit Cost	Amount
1. Drainage Excavation	Cu.Yd.	688	72	760	$ 5.00	$3,800.00
2. 12-inch Sewer Pipe Reinf.	Lin.Ft.	318	32	350	4.50	1,575.00
3. Conc. Manholes 30' Deep	Each	2	0	2	1,000.00	2,000.00
					Subtotal	$7,375.00
					+20% Engineering & Contingencies	1,525.00
					TOTAL	$8,900.00

Salem, Oregon
April 27, 1964

Mr. D. J. Barbee
Assistant Construction Engineer
B u i l d i n g

Portland Traction Company
East Marquam Interchange
Portland

In an effort to justify relocation of the Portland Traction Company's car-loading facilities with the Bureau, a meeting was held in Portland, April 20. The railroad companies, after a rather lengthy discussion, would not move from their earlier position that the relocations as indicated on our maps were the only acceptable solution to their problems.

Mr. Adams, General Manager of Portland Traction, had made a rather sketchy study of the cost of prefabricated buildings which he thought would be more economical to install new than to move the original buildings.

Following up Mr. Adams' suggestion, I asked the Metal Products Division of Armco Steel Corporation to give us reasonably firm estimates of replacing buildings for the companies operating out of the Portland Traction area. The buildings which were to be estimated were not to be of the identical dimensions of the existing buildings. Mr. Adams had previously indicated that less area, but with greater length, would be acceptable insofar as he was concerned, and he offered to try to sell this idea to the other two railroads. To this day, I have not had a report from Mr. Adams in this regard.

I have received from Armco the estimates requested. The lengths, I believe, are those which Mr. Adams indicated should be used, but the widths were not cut to 40 feet which I had requested be done. Therefore, the costs indicated here are slightly in excess of the figures we should use to replace the present buildings.

To reiterate, the estimates should be based on 40 feet instead of 50 feet, except as modified by overhanging canopies, etc. I believe you can correct the width by a square-foot application of the Armco figures.

Will you please prepare, at your earliest possible convenience, a comparison between the estimate for moving the existing buildings to new sites versus the installation of new buildings and the destroying of old ones.

The estimates Armco has furnished do not include floor and base structures. I am not certain that the estimates prepared by Metro Division followed the same pattern. They may have included the concrete floor and any fill that might be required.

Another matter which should be checked is the water main which is on Clay Street and over which the City will permit no structure. If the increased length of the Pioneer car-loading building cannot be applied to the southerly end of the building's new location (Clay Street area), then the added length would increase the amount of pile trestle and fill which we would have to construct in the river area.

It is hoped that this plan of using prefabricated buildings will result in some substantial decrease in the cost of relocating the car-loading firms. While the percentage of the total project cost will be insignificant, we feel that the Bureau will be disproportionately influenced by a decrease in cost of the type mentioned.

I will appreciate prompt action in regard to this comparison of costs.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

NOTE: I was advised by Mr. Phil Adams, at 11:30 a. m., April 27, that he had discussed the change in building dimension with the other railroads and that it met with their general approval. They would like to meet with us following our decision as to the acceptability of this procedure in order that all persons involved be properly advised. I informed Mr. Adams that I would let him know some time later this week. --LPS

H. KENNETH ANDERSON
CHIEF ENGINEER
100 CITY HALL

FRANK F. FAGUE
OPERATIONS SUPERINTENDENT
1900 N. INTERSTATE AVE.

TED SUDERBURG
SUPERINTENDENT
112 CITY HALL

GRANT E. MILLER
ASSISTANT SUPERINTENDENT
112 CITY HALL

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC UTILITIES
MARK (BUCK) GRAYSON
COMMISSIONER

April 24, 1964

Fred Klaboe, Metropolitan Engineer
Oregon State Highway Department
5821 N. E. Glisan St.
Portland 13, Oregon

ATTENTION: Dale Sturmer

RE : S. E. CLAY STREET - 30" WEST SIDE SUPPLY MAIN

Dear Sir:

In reply to your request for permission to construct a building over subject water line from a point 75 feet east of the east Harbor Line to a point 125 feet east of said Harbor Line, the following information is furnished.

The Bureau of Water Works has historically refused to permit structures over its water mains and all rights-of-way contain the restriction that no structure be permitted within a specified distance of a water main.

Subject main was installed approximately 50 years ago and it is located in a dedicated street. It is a primary supply line to west Portland and considerable dependence is placed upon it.

The relocation of certain structures necessitated by construction of the east approaches to the Marquam Bridge could be considered as a possible exception to this rule only if it is impossible or impractical to select another site for the proposed structure and with the further stipulation that the use of this property over the main is in the public interest.

Minimal conditions acceptable to the Bureau of Water Works to insure access and maintenance or replacement of the main would be:

1. To provide an adequately reinforced access tunnel with a 3 foot clearance between the pipe and the tunnel wall and a 6 foot overhead clearance between pipe and ceiling of the tunnel under the structure and proposed railroad spur.

2. To provide pipe cradles for support of the main as required.

3. To replace pipe where required including ~~including~~ installation of flexible joints where necessary and assuming all costs associated with said alterations.

4. To accomplish this work only during those winter months when water demands are minimal and the line can be temporarily taken out of service without undue concern.

Very truly yours,

H. KENNETH ANDERSON
Chief Engineer
Bureau of Water Works

HKA:gr

Meeting held at Portland Traction Company office, 1635 S. E. Water, Portland, Ore.
on April 20, 1964. - Oregon State Highway Commission
Union Pacific Railroad
Southern Pacific Co.
Portland Traction Co.

NAME	ORGANIZATION	
T W LITCHFIELD	O.S.H.D.	
F.B. Klaboe	OSHD	Portland
Floyd P. Staul	"	Salem
A.W. Kilborn	S.P.Co.	Port.
H. Weberstein	Div Engr SP	Portland.
J.H. Adams	P.T.C.	"
L. A. Fisher	U P R R	"
Dale E. Stinnett	OSHD	
J.A. Meeker	P.T.Co.	
R. E. Hoácke	Union Pacific R R	
R. H. Dieterl	"	"

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION

April 23, 1964

ADDRESS REPLY TO
P. O. Box 4765
Portland, Oregon

Mr. Lloyd Shaw, Asst. Hwy. Engr.
Oregon State Highway Bldg.
Salem, Oregon

Dear Mr. Shaw:

In response to your request for information on estimating buildings to replace Pacific and Atlantic Shippers, Flynn Forwarding and Pioneer Carloading, where they will be relocated due to the Marquam bridge, I'll give you the following information. You will notice that there is a sketch attached indicating the general type of building which has proven to be favored by most of the carloading companies, who are rebuilding on the West Coast at this time.

P and A Shippers with an office area of approximately 50' x 12' or 600 sq. ft. total in a building, which is 50' wide by 280' long would figure about like this. The 600 sq. ft. of office approximately $9600.00 complete, including an air conditioning system of a heat pump air to air type. This is $16.00 per sq. ft., and it should be obvious for this amount of money an excellent office can be built. It is also possible to build them office space, which would adequately replace what they have for less money than this, however on a job of this size, the savings would not be substantial. The dock area is 50' x 268' - a total of 13,400 sq. ft. This area including the necessary lighting would be approximately $40,200. The 5' overhang on the truck side would add approximately $3500 to the job -- in other words a building based on the drawing enclosed, not including foundations or grading, would total about $53,300.

Using the same estimates on the Pioneer Carloading Co., with the same 600 sq. ft. of office and dock area 50' x 188', we would have an estimate less the foundations and grading of approximately $40,300 -- and for Flynn Forwarding based on a building 40' x 140' with the same 5' overhang on the truck side, approximately $25,540.

Naturally these figures include the necessary lighting on the dock, and this can vary to some extent, depending on how many night operations are conducted. Spot-lights mounted in such a position that they will shine into the van bodies of the trucks, or into the doorways or rail cars, of course, are required.

ALL ORDERS ARE ACCEPTED SUBJECT TO THE CONDITIONS ON THE BACK HEREOF

Some of these organizations do not fence their operation, and consequently want to have a complete sidewall with overhead doors, so that during the few hours out of the 24, when no one is present they can lock their operation up. This, however, is not too common, and most of the operators seem to prefer to have an open side, without the inconvenience of doors to be operated. Overhead doors of the type that would be required on this job would cost approximately $2.50 per sq. ft. of door installed. This would be a steel door of the sectional type with torsion springs mounted in such a way that the door leaf in the open position would follow the roof slope. Where two such doors have to be installed in each bay for the trucks, you will find that fencing is a more economical answer.

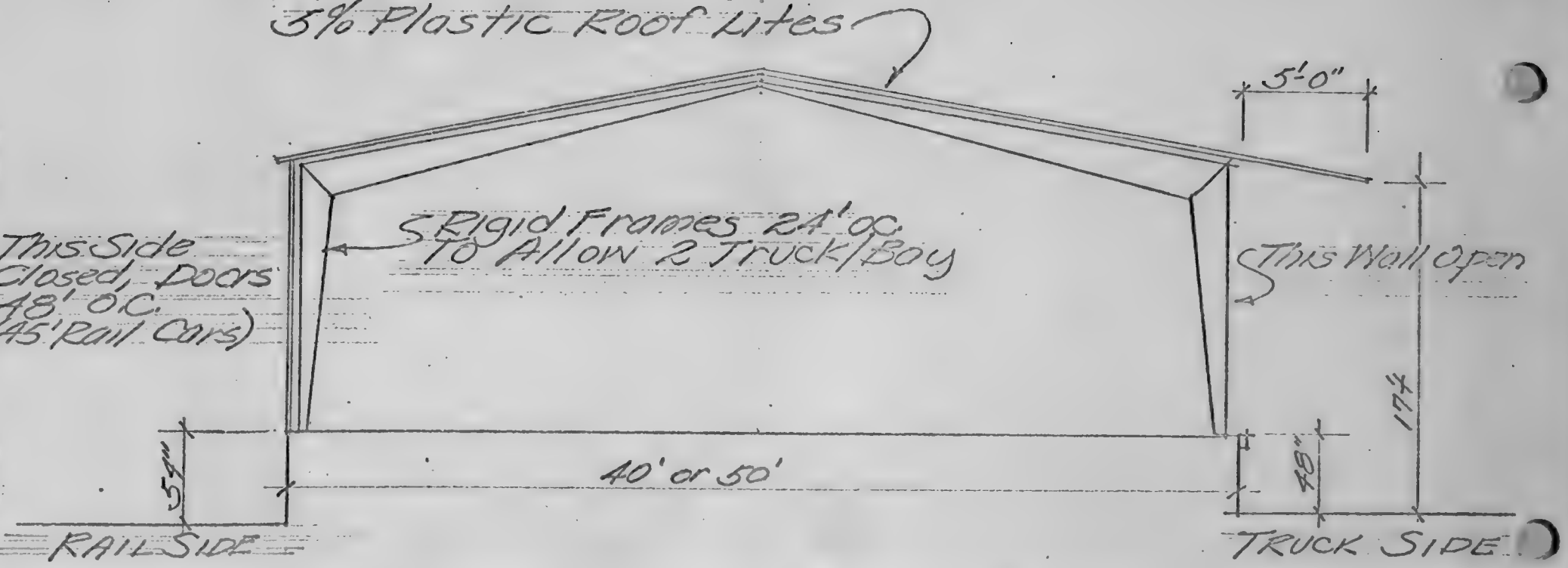
I hope this information will prove helpful to you and that we may be of some service.

Sincerely

Building Sales

DMMorgan/hc
encls.

XEROX COPY
SHEET NO. ____ OF ____
JOB NO. ____
XEROX COPY
XEROX COPY
XEROX COPY PROJECT ____
BY ____ DATE ____
CHKD. BY ____ DATE ____
XEROX COPY



TYPICAL Carloading Co. DOCK

FORM E-502—5000—10-62 40623

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

April 23, 1964

To: MEMO TO THE FILES

SUBJECT:

A meeting was held in the Portland Traction Company office on April 20, 1964. Members from the Oregon State Highway Commission, Union Pacific Railroad, Southern Pacific Railroad and Portland Traction Company were in attendance. (See attached list for names).

This meeting was called by Lloyd Shaw in an attempt to reduce the cost of relocating Portland Traction Company facilities. Mr. Shaw stated that the Bureau of Public Roads still considered the warehouses to be non-operating property and that they also believe that we have the right to condemn said warehouses and to take immediate possession under our usual rule of eminent domain. This Bureau of Public Roads' position is taken regardless of the fact that the Oregon State Tax Commission, the Public Utilities Commission and the Interstate Commerce Commission all consider the Portland Traction Company warehouses to be operating property. Mr. Shaw also stated that the Bureau apparently bases their decision on portions of PPM 30-3. However, he could not find anything pertinent to the question in PPM 30-3 and, furthermore, the local Bureau of Public Roads officials could cast no light on the basis for this interpretation. Evidentally, it is one that has been made by the Washington, D. C. office of the Bureau without consultation with the local Bureau officials.

The Bureau of Public Roads is also questioning the proposed relocation of the Pioneer and P & A Shippers buildings parallel and adjacent to the Willamette River. They feel that one or both of these buildings should be relocated where the team tracks are now located. These team tracks will be relocated under the overall plan to another area of Portland Traction Company property due to interference with structural columns.

Railroad representatives made it clear to us that they would not agree to occupying the property made available by the shift of the

team tracks with any of the existing buildings. They pointed out that this area is not "found" property, but is the result of using available areas in another part of their property combined with the elimination of almost two miles of trackage. They stated that the warehouses as they are now located are entirely satisfactory to them and that they are being moved only at the insistance of the State Highway Department and under those circumstances it is up to the State Highway Department to provide property on which to set the buildings.

There was a great deal of discussion with the result that the railroads stood pat on their demands that the Pioneer and P & A Shippers warehouses would have to be relocated on property between our structures and the Willamette River. In other words, the plan or a similar plan to the one that has been developed by the various organizations in the past three or four years. They did state that they would have no objection to moving the Pioneer building southerly to abut the P & A Shippers building.

Mr. Shaw made it quite clear to the gentlemen present that if the Bureau of Public Roads maintained their position and if the railroad would not consent to changes which would in turn reduce the cost to the State, the matter might have to be turned over to the Bureau of Public Roads for settlement. This due to the fact that the Bureau has much stronger condemnation powers than the State of Oregon. This statement did not seem to perturb any of the railroad officials present.

Some discussion was also made concerning the alignment requirements for relocation of trackage. The railroad now has curves in the neighborhood of 24 degrees, but require that any relocation of their tracks be with a maximum 15 degree curvature design. They were adamant in this demand, stating that the 90 foot long box cars now being manufactured require that the alignment be no greater than 15 degrees.

A further item brought to light at this meeting was the necessity required by law that the engine house be served with a single track outside and adjacent to it. This had been overlooked in all our previous negotiations. They also advised us that our plans were incorrect in one other small feature, and that was that the single line shown to serve the relocated P & A Shippers and Pioneer warehouses would have to include a second track bypassing the P & A Shippers building so that cars could be placed into the Pioneer warehouse loading platform when other cars are loading at the P & A warehouse.

During the meeting I was instructed to investigate the possibility of moving the Pioneer building southerly to abut the P & A building. This would require the overbuilding of a City-owned 24-inch water main and in turn, approval of the City.

Original Approved by F B Klaboe

F. B. Klaboe
Metropolitan Engineer

RECEIVED
APR 24 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FBK:sb
Enclosure
cc Mr. Lloyd P. Shaw
Mr. Ivan D. Merchant
Mr. Dale E. Sturmer

RECEIVED
OCT 11 1966
FOR FILING

I-5-6(4) = 1
6576

Memo of Meeting on April 17, 1964.

In a meeting today between Forrest Cooper and L. I. Lindas of the Oregon Highway Department, and Mr. Turner and others from the Public Roads, it was agreed that the Highway Department will be asked to make a further study of one particular element of the proposed settlement with the Portland Traction Company for easements necessary at the east end of the Marquam Bridge.

Public Roads is not satisfied that the proposal to move three leased warehouse buildings is the best or most economical solution. It appears that the acquisition of land along the river bank and the necessity for crossing the yards of the Portland General Electric Company with the spur track, all of which aggregates about $275,000, is a very expensive solution. The Department is asked to investigate other plans for relocation of the buildings, including one that would utilize the tract of land now occupied by loading docks and which will be cleared of tracks as a part of the railroad adjustment. This tract lies generally east of the buildings as they are now located and Mr. Cooper and Mr. Lindas are familiar with the specific location. The estimated value of this tract before and after the adjustment is also desired. A second possible site, although one which probably is not as suitable, is that adjacent to the proposed relocation for the Flynn Forwarding Company.

A further decision on the matter will be deferred until the Highway Department has supplied the requested information.

NOTED
R. L. PORTER

RECEIVED
APR 20 1964
FOR FILING

Files

April 17, 1964

E. H. Swick, Director of Right-of-Way and Location

39-01

Oregon I-5-6(14)301 - East Marquam Interchange
Portland Traction Company

In a meeting today between Messrs. Forrest Cooper and Leonard Lindas of the Oregon Highway Department and Mr. Turner and others from Public Roads it was agreed that the Oregon Highway Department will be asked to make a further study of one particular element of the proposed settlement with the Portland Traction Company for easements necessary at the East end of the Marquam Bridge.

Public Roads is not satisfied that the proposal to move three leased warehouse buildings is based on the most economical solution. It appears that the acquisition of land along the river bank and the necessity for crossing yards of the Portland General Electric Company with a spur track, all of which aggregates about $275,000 in cost, is a very expensive solution. The Highway Department is asked to investigate other plans for relocation of the buildings including one that would utilize a tract of land now occupied by loading docks and which will be cleared of tracks as a part of the railroad adjustment. This tract lies generally east of the buildings as they are now located and Mr. Cooper and Mr. Lindas are familiar with the specific location. An estimate of the value of this tract before and after the adjustment also is desired.

A second possible site, though one which probably is not as suitable, is that adjacent to the proposed relocation for the Flynn Forwarding Company.

A further decision on the matter will be deferred until the Highway Department has supplied the requested information.

cc: Mr. Forrest Cooper ✓

NOTED
R. A. FOSTER

RECEIVED
APR 15 1964

FORM E-30 SOM 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-5-6(11)2 1

65'76

Salem, Oregon
April 13, 1964

SUBJECT:

To: MEMO TO FILE

On this date, I discussed by telephone with E. H. Swick, Director of Right-of-way and Location, Bureau of Public Roads, Washington, D. C., the matter of Bureau approval of the railroad agreement which is delaying contracting the East Marquam Interchange on I-5 in Portland.

Mr. Swick informed me that the matter was in his office and he felt the decision was an engineering one, not legal; that he did not believe it would be submitted to Dowell Anders; that he would make a study and call me in a day or so.

I made a stirring plea for Bureau approval and told Mr. Swick that before he turned it down I would like to have an opportunity to discuss it with him in all of its phases. I was referring to "How do you complete Interstate 5 in some reasonable time?"

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
L. P. Shaw
Victor D. Wolfe
L. I. Lindas

RECEIVED
JUL 10 1964
FOR FILING

I S-6 III 30 E
65 76

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 4, 1964

SUBJECT: East Marquam Interchange

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem, Oregon 97310

Attention: Mr. Walter Hart

I am enclosing a copy of a Critical Path developed by Mr. Rear for the relocation of the buildings belonging to the Portland Traction Company. The duration of each event shown on this Critical Path Time Chart is based on information shown on the chart that accompanied my letter of February 28, 1964, and verifies the basic timetable established by Mr. Sturmer.

Several events are indicated as requiring a week for completion that may or may not require this period of time. I make reference to re-establishing a warehouse operation in a new location, such as items E, S, T, X, DD and FF. This time period is, in reality, the last week required for the activity that precedes it.

F. B. Klaboe
Metropolitan Engineer

AAH:ep

Enc.

CC: Mr. G. S. Paxson
Mr. W. T. Wright
Mr. F. D. Morgan
Mr. T. W. Litchfield
Mr. B. E. Sturmer

NOTED
G. S. PAXSON

RECEIVED
MAR 5 1964
OFFICE OF
STATE HIGHWAY ENGINEER

AA Const. Flynn Fwd. Co. Foundation
5

GG Const. New Flynn
5 6 8

A Const. New P.T. Co. Office
12

Remove Carpenter Shop
M
1 1 12

Cut Off Locomotive Shed
L
2 2

O Const. P.G.E. Pole Yard

Flynn Fwd. Co. Office

14

Move Flynn
Office to New
P.T.Co. Office

13 1 14

Move P.T. Co.
to New Office

P&A Office
to Old P.T. Co.
Office

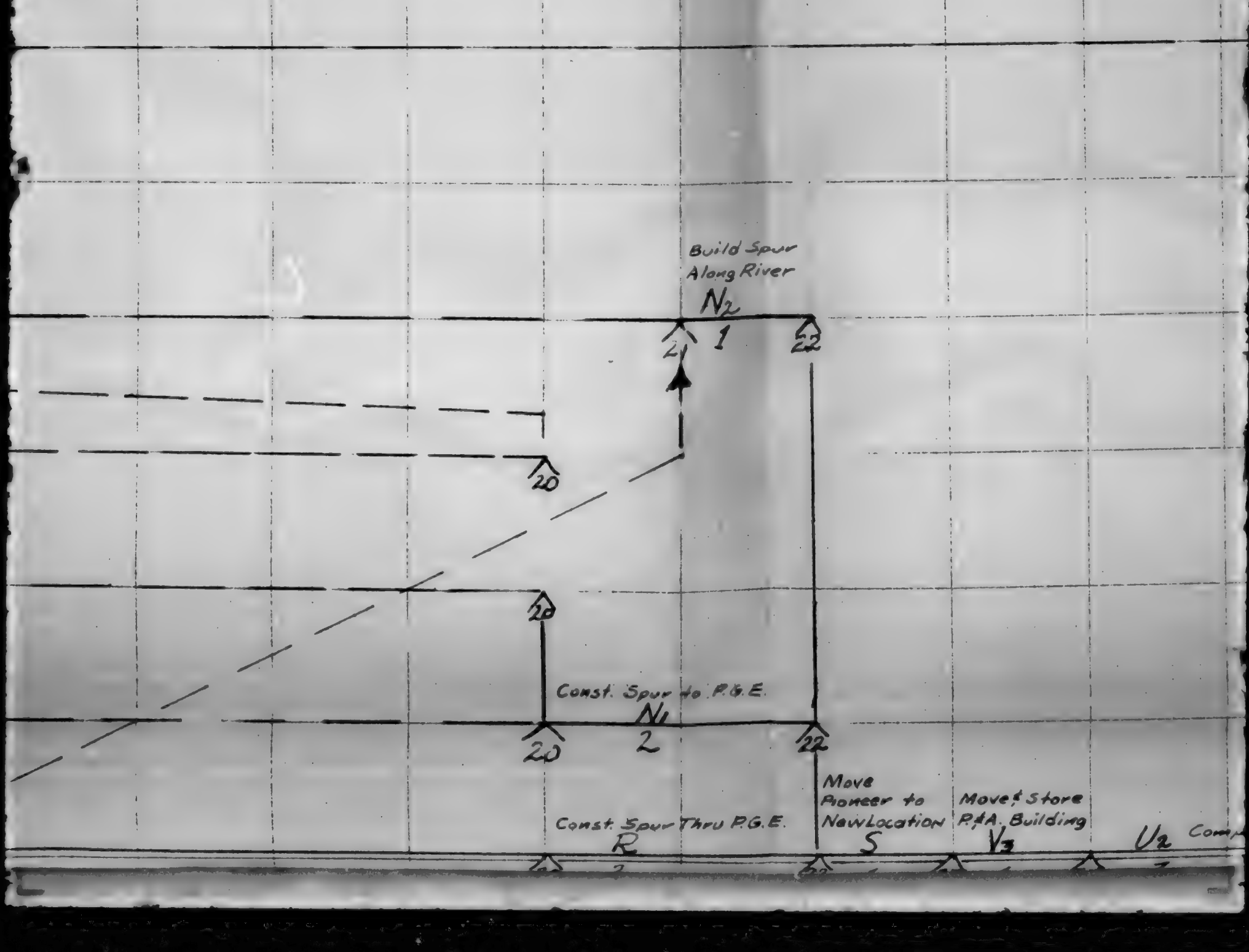
Move & Store
P&A Office
Building

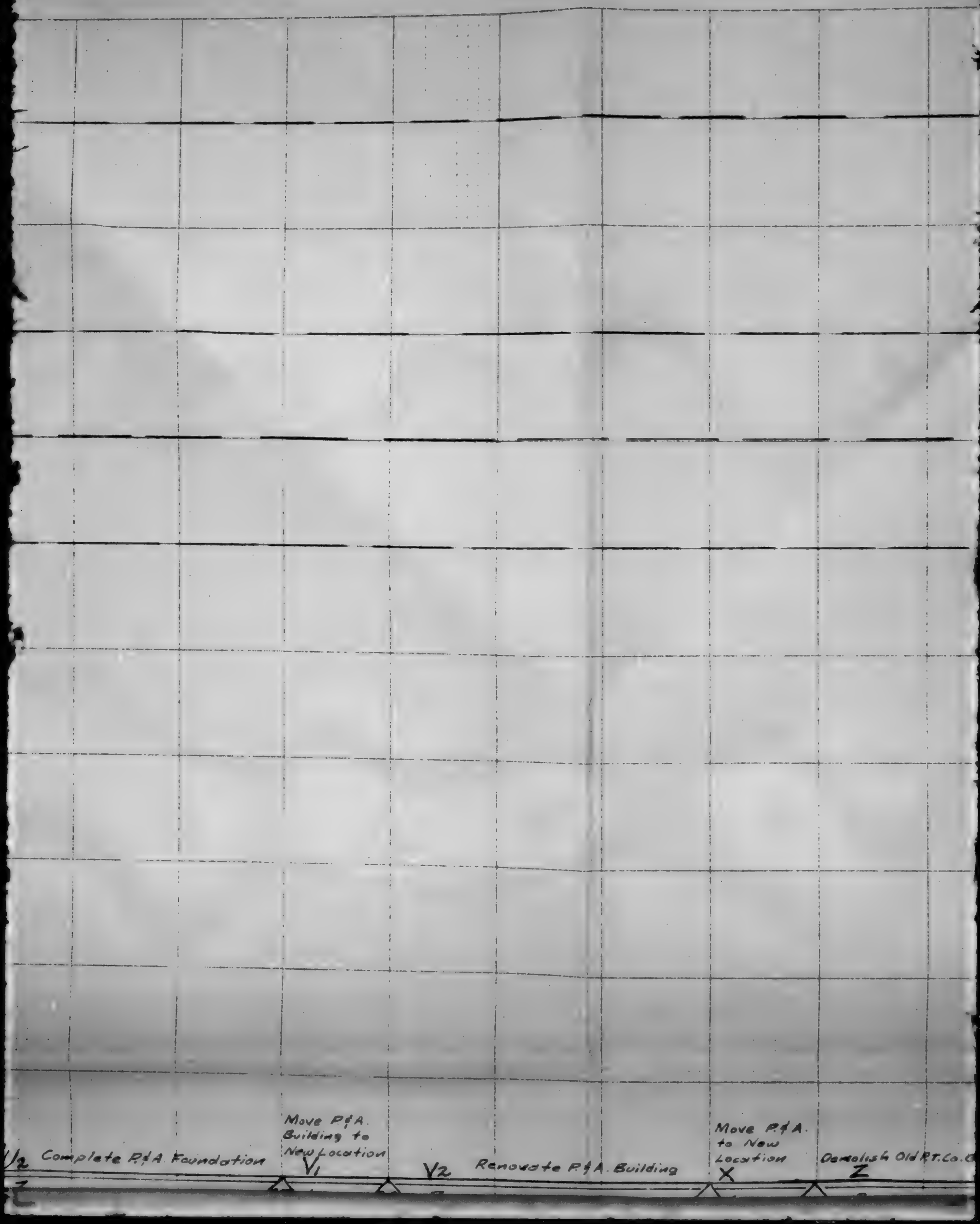
B C D

12 1 13 1 14 1 15

F- Demolish Holman Transfer

10 4 14


Build Spur
Along River
N2
21
1
22
20
20
Const. Spur to P.G.E.
N1
20
2
22
Move
Pioneer to
New Location
Move & Store
P.&A. Building
Const. Spur Thru P.G.E.
R
S
V3
U2


Complete P & A. Foundation
Move P & A. Building to New Location
V1
V2
Renovate P & A. Building
Move P & A. to New Location
X
Demolish Old P.T. Co.
Z

Move Flynn
Office to
New Location
H-1

38 1

Grade & Pave
Flynn Area
CC

3 1

BB Const. Flynn Spur

3 2

13-F

ld R.T. Co. Office

E E Move Flynn Fwd. Co. Bldg. to New Foundation

Move Flynn
To New Location
FF

I I Fireproof P & A. and Pione

roof P&A and Pioneer Buildings

2 2

O Const. P.G.E. Pole Yard

20

P Const P.G.E. Radio Tower

20

Q Const. P.G.E. Gas Tan

4 16

H Fill in River I Build Pioneer Foundation

4 4 6

0 5

E. Gas Tank

ation

Move Pioneer Bldg
J 1
2
10

12

Move Pioneer Warehouse to P.&A. Bldg.
E
9 1

Const. P.&A. Foundation
U 1
12 2

14

Pioneer Office to P.T.Co. Office
G
9 1 10

10

15

20 2 22

Const. Spur Thru P.G.E. R

Move Pioneer to New Location S

Move & Store P & A. Building V3

U2 Co

20 2 22 1 23 1 24 3

Move P & A. into Pioneer T

20 22 1 23

20

Renovate Pioneer Bldg. J2

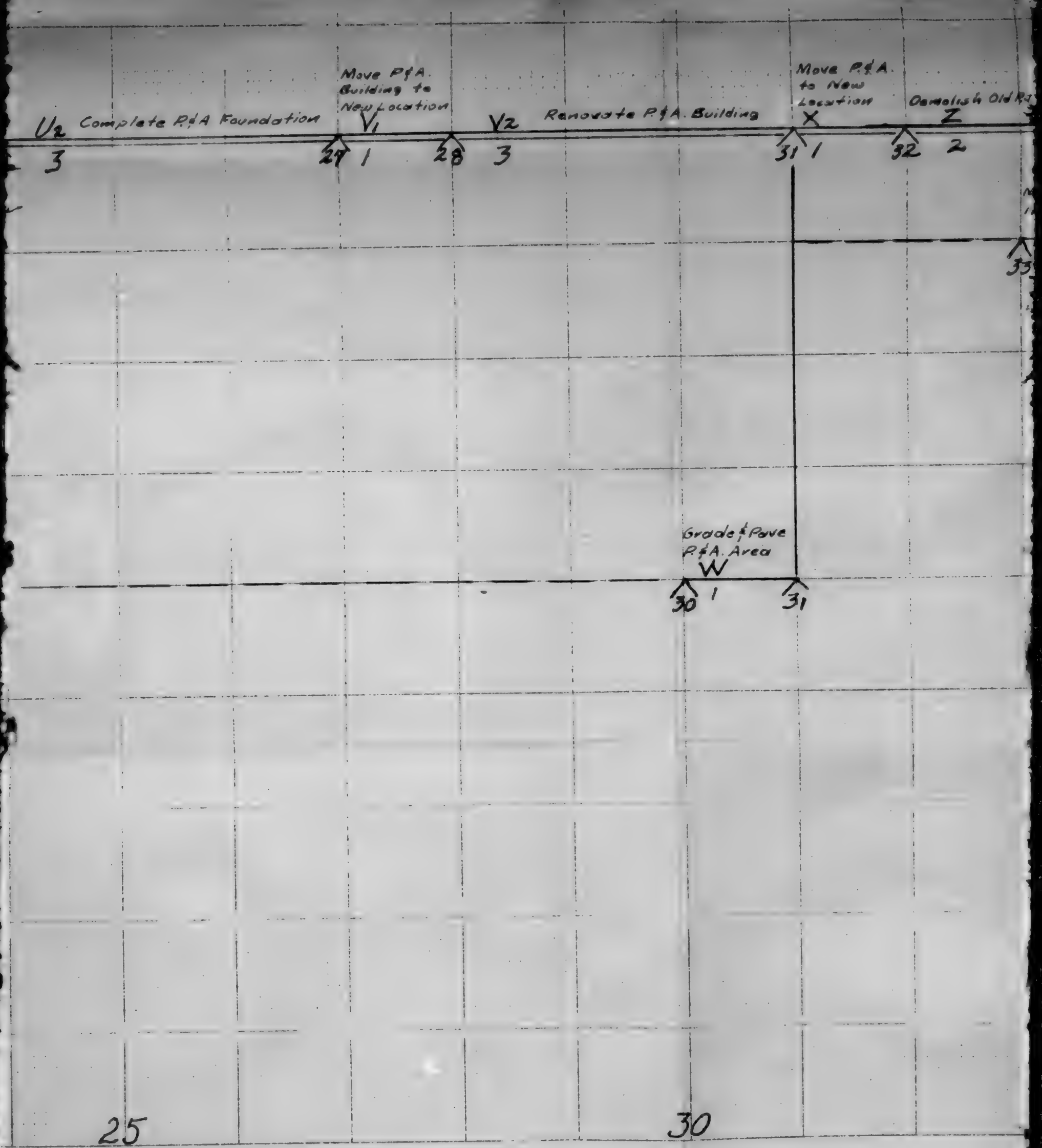
20 2 22

Grade & Pave Pioneer Area K

21 1

20

WEEKS


Move P&A. Building to New Location
Move P&A. to New Location
Demolish Old P&
U2 Complete P&A Foundation
V1
V2
Renovate P&A. Building
X
Z
3
29
1
28
3
31
1
32
2
33
Grade & Pave P&A. Area
W
30
1
31
25
30

Demolish Old R.T. Co. Office

Z

E E Move Flynn Fwd. Co. Bldg. to New Foundation

Move Flynn To New Location

FF

I I Fireproof P & A

32 2 3 4 38 1 39 4

Move Flynn into P & A.

DD

33 1 34

OREGON

RELOCATING

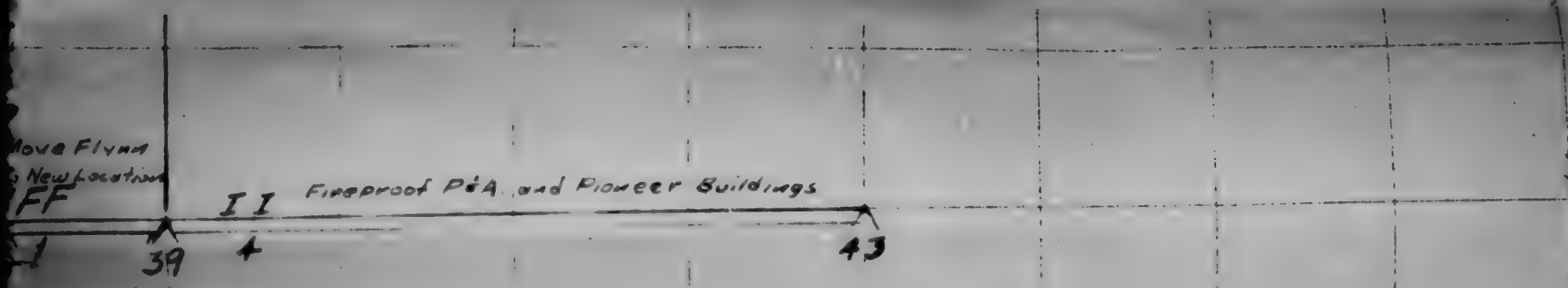
EAST

E

F. B. Klaboe, Metro

35

40



OREGON STATE HIGHWAY DEPARTMENT

CRITICAL PATH FOR RELOCATING PORTLAND TRACTION COMPANY

EAST MARQUAM INTERCHANGE

EAST BANK FREEWAY

F. B. Klaboe, Metropolitan Engineer — March 3, 1964

40 45

RECEIVED
MAR 3 1964

PORTLAND GENERAL ELECTRIC COMPANY
ELECTRIC BUILDING
PORTLAND 5, OREGON

CHESTER J. IRELAN

March 2, 1964

NOTED
L. A. Holt

#28591

REFERRED 3-3-64
TO
FOR LEONARD L. LINDAS

Mr. Leonard L. Lindas, Chief Counsel
State Highway Department
State Highway Building
Salem, Oregon

NOTED
D. H. MOEHRING

Dear Mr. Lindas:

As requested by you at the meeting held in your office on February 13, 1964, we have had Ralph Walstrom reappraise the severance damages to our property because of the Marquam Bridge approaches with the proposed railroad easement eliminated.

The reduction in value of easements and severance damages as outlined in Mr. Seton's letter to you, dated February 4, 1964, would amount to $50,500.

The change in Mr. Seton's list of estimated damages would be as follows:

1. Damage to Land

    1. Value of Easements from $88,200 to $69,900
    2. Severance Damages to land from $156,650 to $124,455

    Total Land Damage from $244,850 to $194,355

If the railroad easement is not required and if we do not have to move the welding shop, we will not have to move our pole yard at an estimated expense of $49,200, replace our garage storage building at a cost of $6,650 and also will save an additional $22,106 because of not having to move the welding shop.

The total estimated damages to Portland General Electric Company property would be reduced by $128,451 or from $421,067 to $292,616.

When we met with you last, you said your appraisers were going to make a new appraisal. When you have this, we will be glad to meet with you again.

Very truly yours,

Chester J. Irelan
Chester J. Irelan
Manager Claims and Land

CJI:sm

This means that PGE says the RR track proposed serving PTCo is damaging them $106,345.00

Welding shop may remain under either plan.

REC'D FOR FILING
MAR 10 1964
NOTED
W. T. WRIGHT

RECEIVED
MAR 3 1964

PORTLAND GENERAL ELECTRIC COMPANY
ELECTRIC BUILDING
PORTLAND 5, OREGON

CHESTER J. IRELAN

March 2, 1964

NOTED
L. A. Holt

#28591

REFERRED 3.3.64
TO
FOR LEONARD I. LINDAS

Mr. Leonard L. Lindas, Chief Counsel
State Highway Department
State Highway Building
Salem, Oregon

NOTED
D. H. MOEHRING

Dear Mr. Lindas:

As requested by you at the meeting held in your office on February 13, 1964, we have had Ralph Walstrom reappraise the severance damages to our property because of the Marquam Bridge approaches with the proposed railroad easement eliminated.

The reduction in value of easements and severance damages as outlined in Mr. Seton's letter to you, dated February 4, 1964, would amount to $50,500.

The change in Mr. Seton's list of estimated damages would be as follows:

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Chester J. Irelan
Chester J. Irelan
Manager Claims and Land

CJI:sm

This means that PGE says the RR track proposed serving PTCo is damaging them $106,345.00

Welding shop may remain under either plan.

REC'D FOR FILING
MAR 10 1964

NOTED
W. T. WRIGHT

RECEIVED
MAR 16 1964
FOR FILING

FORM E 301 — 10-62 40823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 28, 1964

SUBJECT: East Marquam Interchange

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. Walter Hart

About a week ago you telephoned instructions to this office to study the work involved in the relocation of the Portland Traction Company buildings and the Portland General Electric Company facilities and arrive at a time table for the work. We have made this analysis, and copies of pertinent correspondence, charts, et cetera, are enclosed. Of particular importance is the letter from Resident Engineer Sturmer to myself, and a letter from Chester J. Irelan, Manager of Claims and Lands, Portland General Electric Company, to Mr. L. I. Lindas. Mr. Sturmer's letter points out certain pertinent facts and pin-points areas wherein the operation could be speeded up. Mr. Irelan's letter sets forth the estimate of the Portland General Electric Company of the time to relocate their facilities.

I would like to emphasize Mr. Sturmer's statements to the effect that we believe the time table for the Portland General Electric work is unnecessarily long. I would suggest that the Right of Way Department, who is dealing directly with Portland General Electric, attempt to shorten their time table.

I would also like to emphasize that we believe the work involved in relocating the P & A Shippers, Pioneer Carloading and Flynn Forwarding Companies buildings should be included in the main contract for the East Marquam Interchange. The fills and other grading, sewer and earth work along with the demolition of the Holman Transfer Company building should also be included in this main contract. By including this work in the main contract, we can avoid certain unnecessary delays and contractor conflicts. For instance, the contractor for the East Marquam Interchange could be doing much of the work on the structure itself during the time that he is relocating the Portland Traction Company facilities.

One other point is worthy of emphasis and that is the twelve (12) week period required for the construction of the Portland Traction Office

NOTED
S. PAXSON

Building. We suggest that this work should be contracted by the Portland Traction Company people themselves, and any lead time that could be assigned to this operation would reduce the overall time table. We also remind you that the moving of the Flynn Forwarding Company building and any other work connected with the Flynn Forwarding operation would have no effect on the structure contract itself.

Original Approved by F. B. Klabee
F. B. Klabee
Metropolitan Engineer

FBK:sb

Enclosures

cc Mr. G. S. Paxson
Mr. Walter T. Wright
Mr. F. D. Morgan
Mr. T. W. Litchfield
Mr. Dale E. Sturmer

RECEIVED
MAR 2 - 1964
FOR FILING

I-2-6(41)3-01
CHESTER J. IRELAN
C.J.I.

PORTLAND GENERAL ELECTRIC COMPANY
ELECTRIC BUILDING
PORTLAND 5, OREGON

February 25, 1964

Mr. L. I. Lindas, Chief Counsel
Oregon State Highway Department
Salem 10, Oregon

Re: File No. 28391-PGE
East Bank Freeway, Pacific Highway, Multnomah County

Dear Mr. Lindas:

Mr. Dale Sturmer of the Oregon State Highway Department made inquiry of us as to the amount of time we would require to move certain of our facilities from their present locations at our Station "L" property in connection with the construction of the ramps for the Maryam Bridge.

The following is the estimate made by our Engineers of the time required to move our facilities:

Pole Yard	Five Months
Build New Radio Tower	Five Months
Replace Gasoline Tanks	Four Months
Move Welding Shop	Four Months

Of course, you understand that the time required to move our facilities would only commence after we have been authorized by the State Highway Department to move said facilities.

Yours very truly,

Chester J. Irelan
Manager Claims and Land

CJI:cm
cc: Dale Sturmer
T. W. Litchfield
D. H. Koehring
O. E. Walsh
W. Seton
W. E. Enns
S. E. Caldwell
A. D. Palmer
WALT HART
FD MORGAN
I D MERCHANT
P M STEPHENSON

NOTED
P. M. STEPHENSON

CONSTRUCTION
FILE

RECEIVED
FEB 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 20 1964
FOR FILING

February 19, 1964

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Re: East Marquam Interchange
I-5-6(14)(30)

Receipt is acknowledged of the copy of a telegram frm Mr. Swick to Mr. French, dated February 13, stating in effect that the Portland Traction Company buildings leased to Pacific and Atlantic Company, the Pioneer Carloading Company, and the Flynn Forwarding Company are not considered railroad operating property. This is in contravention of records of the Interstate Commerce Commission and of the Oregon State Tax Commission. I attach a copy of a portion of the I.C.C. record taken from its Finance Docket No. 2564 and a copy of a letter from the Oregon State Tax Commission dated February 11, 1964. The buildings in question are located in Block 19, Stevens Addition.

We do not agree with your ruling. These buildings are an integral part of the railroad's operating system and are classed as such both by the I.C.C. and by the State Tax Commission. Operating property is assessed and taxed on a system wide basis while industrial property is handled locally by the assessor of the county in which the property is located.

These buildings are a part of the main terminal yards of the railroad where small freight shipments are consolidated for carload shipments. The terminal yard makes connections here with the Southern Pacific Company for all shipments leaving its lines. Freight received from other railroads is received and segregated for delivery. The buildings and the land they occupy are owned by the railroad. They are served by trackage owned by the railroad. In the immediate neighborhood of the buildings are other yard tracks not connected with the buildings. The fact that the railroad has leased the building

to other parties to perform these terminal services does not, in our opinion, justify their classification as industrial property nor could we substantiate such a classification in any court action.

As a part of the project we also must cross practically all of the tracks of the terminal yard. It has been found impractical to place columns and arrange span lengths with these tracks in place. I refer you to our letter of January 20, 1964, for details. After two years of negotiations, we have worked out a scheme which the railroad will accept. This is shown on Drawing No. 19611 attached to that letter. We feel that the railroad has cooperated fully in the matter. It is a serious matter when the entire main terminal yard which is now operating satisfactorily is wiped out and reestablished. It should be noted that in the relocation we rebuild 9,333 feet of track less than we take out.

We have no hope of reaching any agreement more favorable to the State and the Federal Government than that submitted in our letter of January 20, 1964. The only alternate is a court action in condemnation. Any such action must include the entire railroad property and cannot be restricted to the buildings above. An action by the State would be under its Throughway Act, Oregon 374.020, which requires a certificate by the Oregon Public Utility Commissioner that public necessity requires the crossing, followed by a condemnation action. We anticipate resistance by the railroad and at least a delay of several years. We also anticipate a final merit that at a minimum will not be less costly than the proposed scheme which the railroad will accept.

We again call your attention to the effect on the Interstate system. The main river crossing and the west approach will be completed in the fall of 1965. Delay on the east approach will result in an investment of several million dollars lying unusable for an indefinite period.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attach.
cc Forrest Cooper
G. S. Paxson
L. H. Young
C. H. Maison

GSP:hlb

FC 23865

Portland Traction Co.

N. C. C. File — Finance Docket No. 2.564
Room 1201
Interstate Commerce Building,
12th and Constitution Ave., NW.
Washington, D. C.

28465

Portland Traction
Details of physical assets--12-31-59

Trestles	$69,420.94
Ballast	5,411.67
Ties	6,901.16
Rails	57,301.10
Special Work	12,131.47
Track Labor	10,013.19
Paving	9,332.65
Bridges-Culverts-Trestles	2,581.89
	172,133.00

Land and Rights of Way (Over this property)

Total $396,755.40 (Book Cost)

East Portland Yards

Land Area	Book Cost
1-All of Blk 2-Stephen's Add. Clay & Market--Water & River	$143,644.24
2-All of Blk 19-Stephen's Add	61,221.36
3-1,730 Acs-SE¼ Sec 3 T 1 SR 1 E	75,475.60
4-1.797 Acs-SE¼ Sec 3 T 1 SR 1 E Bet. Stephens & Lincoln-abutting SP	60,808.00
5-2.1[illegible] Acs-SE¼ Sec 3 T 1 SR 1 E All and Stephens	26,026.00
6-E Portion Blk 20--Stephen's Add .15 Ac between Hawthorne & Clay	19,311.53 No
7-3,232.65 Sq Ft NW Cor SW 3d & Lincoln	1,468.09
8- Portions Blk 34-47-48-49 Stephen's Add (So. area of East Portland Yds. Easement)	7,052.54

28365

Post Portland Terminal

Combination (Mine Dig & Darker at Locate-Shop--1040 (1949) and warehouse--Brick--adjoining 1712C0 (1949)	$71,500.00
Paving Parking Lot adjacent to above--	1,650.00
Terminal Freight House--Frame--Metal Siding 50X 280	33,050.00
Terminal Freight House--Brick construction--40X 160 (Distribution Unit)	26,059.01
Office, west end of Freight House	3,070.97
Way Street Paving (1946)	1,546.23
Dock Elevating platform between boat tracks 6-7	971.04
Over Loading dock--boat track 3 - 8 X 30	734.51
Platform--team track 5 14 X 140	771.01
Storage building 22 X 50 for Section motor (1952)	1,603.29
Storage and hose house	67.00
Shed over car repair pit (1942)	1,529.65
Loading Platform--team track 7	106.44
Paint shop 56X140 (1940) with concrete oil room 15 X 22 (1951)	10,734.65
Two dock 18 X 230 - paving	5,506.20
Bridge Carpenter shop and garage--Constructed of two frame box cars.	2,027.35
Ground floor warehouse space and 2d floor office space. (1617 SE Water-(1957) 20 X 40)	20,691.92
Diesel Cells	12,142.30
Salvage warehouse 26 X 100 (1956) Adjoining warehouse.	4,[illegible].01
Total.....	$292,858.59

RECEIVED
FEB 20 1964

FOR FILING
1.5.16(41)301
i.r.
16 S 14

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1964

To: Mr. L. I. Lindas
Chief Counsel

B u i l d i n g

SUBJECT: File No. 28365 - Portland Traction Co.
Russell Street-Curry Street Section
Pacific Highway
Multnomah County

I contacted Mr. Ray O'Bier, Assistant Chief Right of Way Agent of the California Division of Highways, and discussed with him the matter of condemning an operating railroad.

Mr. O'Bier advised that they have never condemned a railroad to date, but will probably be doing so in the very near future in San Francisco. They have never had a fee appraiser on a railroad file, but have assigned Attorney Melvin R. Dykman of the Sacramento office to the San Francisco case; and Mr. O'Bier requested that you contact Attorney Dykman to discuss the matter.

The railroad company is preparing an appraisal which is to be furnished the California Department of Highways. Mr. O'Bier said that he would send us a copy of this appraisal as soon as it was received. This should give us some idea as to railroad thinking concerning damages which they expect when a highway structure crosses their trackage.

Mr. O'Bier plans to have included in the program of the WASHO meeting in San Diego, a panel discussion of the legal aspects of the appraising of operating railroad property. Mr. Dykman will be on this panel, and Mr. O'Bier will also contact you to appear as a member of this panel.

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:gc

cc - R. L. Porter

NOTED
R. L. PORTER

RECEIVED
FEB 18 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FEB 19 1964
FOR FILING
I E-6 (41) 201
16-76

February 18, 1964

Mr. James B. Manning
Utility Section Supervisor
Valuation Division
Oregon State Tax Commission
Salem, Oregon 97310

Dear Mr. Manning:

This is to thank you for your letters of February 11 and February 17 giving us the status of Portland Traction Company properties. We are particularly interested in Block 19 which is the second item of the list and the corrections made in your letter of February 17 will have no affect on our dealings with the Company.

Again, let me thank you for your courtesy.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

O. S. Pearson
Deputy State Highway Engineer
(Retired)

OSP:hlb

cc Forrest Cooper
R. L. Porter

OREGON STATE TAX COMMISSION
SALEM 10, OREGON

February 17, 1964

Oregon State Highway Department
Mr. Forrest Cooper, State Highway Engineer
Highway Building

SALEM, OREGON 97310

Attention: Mr. G. S. Paxson
Regarding: Portland Traction Company

Gentlemen:

Please correct the February 11, 1964 letter to you from this office to read as follows:

"The following land parcels owned by Portland Traction Company and used or held for use in rail transportation as a common carrier are subject to central assessment by the Tax Commission:

1. All of Block 2 Stevens Addition, City of Portland.

2. All of Block 19 Stevens Addition, City of Portland.

3. 1.738 acres in S. E. ¼ Section 3, T. 1 S., R. 1 E., W.M., Multnomah County.

4. 1.797 acres in S. E. ¼ Section 3, T. 1 S., R. 1 E., W.M., Multnomah County.

5. 2.186 acres in S. E. ¼ Section 3, T. 1 S., R. 1 E., W.M., Multnomah County."

It was learned from Mr. Adams of Portland Traction Company on February 14, that the east portion of Block 20 Stevens Addition, City of Portland which the Company owns has not been used or held for use in rail transportation since 1958. However, as the Commission was not advised of this change, the land parcel has been centrally assessed through January 1, 1963.

Mr. Adams further advised that Portland General Electric Company owns the 3,232.65 sq. ft. land parcel of the N. W. Corner of S. E. 3rd & Lincoln Streets, City of Portland as well as those portions of Blocks 34, 47, 48 & 49 Stevens Addition, City of Portland. These land parcels have been centrally assessed by the Commission to the owner Portland General Electric Company under provisions of ORS 308.517 (2) even though Portland Traction has easement rights to operate over the land parcels.

Very truly yours,

James B. Manning

James B. Manning
Utility Section Supervisor
Valuation Division

copy to Porter

RVG
JBM:bh
cc: Southern Pacific Co.
Portland Traction Co.
Portland General Electric Co.

OREGON STATE TAX COMMISSION
SALEM 10, OREGON

February 11, 1964

Oregon State Highway Department
Forrest Cooper, State Highway Engineer
Highway Building

SALEM, OREGON 97310

Att: Mr. G. S. Paxson

Gentlemen:

In response to Mr. Paxon's February 5th telephone request, the assessment status for ad valorem tax purposes of certain Portland Traction Company land parcels is enclosed.

The following land parcels owned by Portland Traction Company and used or held for use in rail transportation as a common carrier are subject to central assessment by the Tax Commission:

1. All of Block 2 Stevens Addition, City of Portland.

2. All of Block 19 Stevens Addition, City of Portland.

3. 1,738 acres in S. E. ¼ Section 3, T. 1 S., R. 1 E. W.M., Multnomah County.

4. 1,797 acres in S. E. ¼ Section 3, T. 1 S., R. 1 E. W.M., Multnomah County.

5. 2,185 acres in S. E. ¼ Section 3, T. 1 S., R. 1 E. W.M., Multnomah County.

6. Easterly Portion of Block 20 Stevens Addition, City of Portland.

7. 3,232.65 sq. ft. at the N. W. Corner of S. E. 3rd & Lincoln Streets, City of Portland.

The following land parcels used or held for use by Portland Traction in rail transportation as a common carrier are centrally assessed by the Commission to the owner Portland General Electric Company under provisions of

ORS 308.517 (2):

8. Portions of Blocks 34, 47, 48 & 49 Stevens Addition, City of Portland.

Very truly yours,

James B. Manning

James B. Manning
Utility Section Supervisor
Valuation Division

RVG
JBM:bh

RECEIVED
FEB 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

SALEM OFFICE

File
I-5-6(14)301

A

FE-011 WFB026 FPD WWAS 11 C-BPR

WASHINGTON DC 2-13-64 1124R

B M FRENCH

PUBLIC ROADS PORTLAND OREGON

REURTEL FEBRUARY 3 AND MEMO JANUARY 27 OREGON I-5-6(14)301 AND I-5-6(41)301. PPM 30-3 DOES NOT APPLY TO BUILDINGS LEASED TO PACIFIC ATLANTIC AND PIONEER CARLOADING AS THESE ARE NOT CONSIDERED OPERATION FACILITIES ACCORDING TO CURRENT REIMBURSEMENT ~~PLICIESXXX~~ PLI CIES. COMBINED AUTHORITIES OF PPM 30-3 AND PPM 21-4.1 COULD APPLY TO BUILDING USED FOR PTC OFFICES AND FLYNN FORWARDING SINCE PTC OFFICES ARE OPERATING FACILITIES. DETAILS ON USE OF COMBINED AUTHORITIES TO FOLLOW. WE CONCUR IN YOUR POSITION REGARDING LAST SENTENCE -4TH PARAGRAPH PAGE 2 URMEMO JANUARY 27.

SWICK PUBLIC ROADS

I-5-6(14)301 I-5-6(41)301 PPM 30-3 PPM 30-3 PPM 21-4.1 4TH 2 27

JT 1138R

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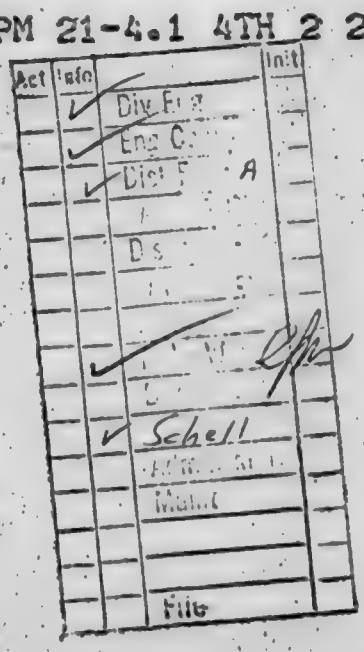

RECEIVED
FEB 19 1964
FOR FILING

2-18-64

I-S 6(41)201
65'16

AIRMAIL SPECIAL DELIVERY

Mr. H. M. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California

Dear Sir:

Re: East Marquam Interchange

Reference is made to your letter dated December 18, 1963. We have submitted the "Relocation" Plan to the Bureau of Public Roads and have their approval of the general plan except for the building relocation and the tracks servicing the buildings in their relocated position. The Bureau of Public Roads have ruled that the two buildings operated by the Pacific and Atlantic Company and the Pioneer Carloading Company and that portion of the office building used by the Flynn Forwarding Company are industrial buildings and are not eligible for participation under PPM 30-3, which applies to operating facilities, but must be appraised and paid for at their present worth as buildings under PPM 21-4.1.

Track work, the office and the engine repair shop are considered operating property and can be reestablished under PPM 30-3.

We would appreciate your answer to the proposal under the limitations outlined above. Mr. Paxson will be in San Francisco on Friday, February 21, and will visit your office and discuss the matter with you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
G. S. Paxson

GSP:hlb

RECEIVED
FEB 19 1964
FOR FILING

Salem, Oregon
February 17, 1964

East Marquam Interchange

Mr. Forrest Cooper
State Highway Engineer
O F F I C E

Dear Sir:

We are at an impasse in our negotiations with the Portland Traction Company for an agreement to cross its main terminal yards in East Portland by the East Marquam Interchange, an integral part of I-5. We have been negotiating on this project for more than two years on two schemes: (1) Overbuilding the present building with provisions for fireproofing all buildings, and (2) Moving the present buildings to other locations. The first alternate would require expensive bent and span arrangement while the second alternate would allow free design effecting an estimated saving in construction cost of $588,400.

We have worked out a scheme that is acceptable to the railroad. The matter was submitted to the Bureau of Public Roads by letter dated January 20, 1964, in which we recommended approval of the second alternate. A copy of this letter is attached. The Bureau has refused approval on the grounds that the buildings, particularly those occupied by the Atlantic and Pacific Company, the Pioneer Carloading Company, and the Flynn Forwarding Company, are not operating property and that Federal funds should not be used above the appraisal value of the buildings. Drawing No. 19611 is attached showing the building relocations and the track changes under the relocation. The buildings are shown in red in their present location and in yellow at their proposed new location. Tracks in solid heavy lines are new track required and in broken heavy lines existing tracks to be left in service. Tracks in light lines are to be removed. The Bureau agrees that the second alternate should be used; the argument is in the Federal participation in the cost of reestablishing the facilities.

The estimated moving and relocation cost of the buildings is attached to our letter of January 20. It contains an item of $167,270 for grading, paving, and drainage. The Portland office

of the Southern Pacific Company, which handles the negotiations for Portland Traction Company, has agreed to recommend to its San Francisco office the elimination of one service track to the new building location which will decrease this cost item to $114,870, bringing the total cost of Alternate No. 2 down to $604,940.

Apparently, the position of the Bureau is that these buildings are industrial property rather than operating property and that there is no obligation to reestablish the facilities. We disagree with this ruling. The buildings handle incoming and outgoing freight, are owned by the railroad and leased to the freight handling companies as a convenience. In our opinion, they are an integral part of the railroad's operating property. In support of our position, there is attached a copy of a part of the I.C.C. records in Washington, D. C. and a letter from the Oregon State Tax Commission. The buildings are located on Block 19, Stevens Addition. Both records show the area as operating property. It is my opinion, concurred in verbally by Mr. Dee, that if the property is determined to be operating property the Federal funds can be used to furnish the railroad with comparable facilities. I attach a copy of a telegram to French from Swick setting up the Bureau ruling. Under this ruling, the Pacific and Atlantic Company, the Pioneer Carloading Company, and one-half the Portland Traction Company office building, which is used by the Flynn Forwarding Company, could only be participated in up to the appraised value. The estimated costs under the replacement alternate, which is acceptable to the railroad and under the Bureau ruling, are as follows. You will note that the nonparticipating cost would be $150,680.

Building Relocation Cost

Embankment	$ 43,125
Ballast	2,610
Property for building relocation	36,600
Move P.G.E. pole yard	65,000
P.G.E. right of way	35,000
Moving Buildings	
Pacific and Atlantic Company	79,165
Pioneer Carloading Company	41,165
Flynn Forwarding Company	46,515
	$349,180

Appraised Value of Buildings and Land

Pacific and Atlantic Company	$ 62,000
Pioneer Carloading Company	31,000
Flynn Forwarding Company (one-half P.T. Co. Building)	31,500
Land	74,000
	$198,500
Building Relocation Cost (Page 2)	349,180
Difference	$150,680

The original study of the river crossing and the interchange was on a site farther upstream and passing south of the main power plant of the Portland General Electric Company. The Bureau objected to this location and directed us to move to a location downstream from the power plant even though our plans were well along; application had been made for a permit for the river crossing and some right-of-way had been purchased. Attached are permits from Drawing 5-Z-14 dated October 30, 1959, showing the original alignment and 5-Z-14 dated July 12, 1960, showing the present line. Either location would require the removal of the buildings and the complete rebuilding of the yard tracks.

Our Legal Division is of the opinion that we could proceed against the Portland Traction Company under the through-way law Oregon 374.030 (page 69 - Oregon Highway Laws) for a certificate from the P.U.C. and then condemn in the ordinary manner. I have no doubt that any court would hold that the property is operating property and that the railroad is entitled either to reestablishment or damages equal to the cost of reestablishment. If we are forced into court action, we are faced with a long delay with the river crossing and the West approach built and unusable.

Glenn S. Paxson
Deputy State Highway Engineer (Retired)

GSP:bbc
Attachments

cc L. I. Lindas
W. T. Wright
T. W. Litchfield

The drawings attached are ~~shown~~ shown below:
#19611 Date: 1-16-64; Bridge # 8590
5-Z-14 Date: 10-30-59
5-Z-14 Date: 7-12-60

RECEIVED
JUN 30 1964
FOR FILING

I-5 (41)-1
116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 14, 1964

To: Mr. G. S. Paxson
Deputy Highway Engineer (Retired)
State Highway Building
Salem, Oregon 97310

SUBJECT: Relocation
Portland Traction Company
East Marquam Interchange
Prefix: 26-1468

Submitted herewith is Estimate #6 for the relocation of the Portland Traction Company buildings on the above subject interchange. Also, included is a 50-scale Hycon Map showing the proposed relocated buildings and service tracks. The overall cost from the previous estimate is reduced from $167,270 to $114,870.

The above estimate is based on placing the edge of the relocated Pacific and Atlantic Shippers and Pioneer Carloading Company buildings 15 feet from the edge of the highway structure with the overhang extending into what would be normally highway right of way. One track would serve the two buildings with the berm of the rock embankment being placed 13 feet from the center line of the track. The above changes have moved the buildings 6 feet closer to the edge of the structure and reduced the width of rock embankment into the Willamette River by 22 feet.

Relative to quantities and cost, the amount of rock embankment has been reduced from 22,900 Cubic Yards costing $85,875.00 to 11,500 Cubic Yards costing $43,125. The ballast for railroad tracks has been reduced from 1,250 Cubic Yards costing $3,750 to 870 Cubic Yards costing $2,610. All other items for all practical purposes are the same.

The saving due to the elimination of one service track to the above buildings is not included as all track estimates have been made by the Southern Pacific Company. Approximately 600 feet of track are involved.

The moving of the above buildings and service track eastward further restricts the movement of larger tracks around the west end of the Portland General Electric Company garage, which P.G.E. already had considered a minimum. The clearance to the centerline of the service track from the southwest corner of the garage has been reduced from 31.5 feet to approximately 27.5 feet. Clearance off the northwest corner of the garage has been reduced by approximately 5 feet.

Dale E. Sturmer

DES:mw
cc: Mr. F. B. Klaboe

Dale E. Sturmer
Locating Engineer

NOTED
G. S. PAXSON

Form 2-49-3032-5-59

Estimate #6

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 2 SHEETS

Estimate

Relocate Portland Traction Co. Buildings

February 13, 1964 East Marquam Interchange Dale E. Stuemer Low Engr.

Buildings located on R/W line. One spur track to Pioneer carloading & P&A shippers.

Item			Unit	Net Quantity	Allowance	Total	Unit Cost	Amount
(1) Clearing & Grubbing			Lumpsum	All Spec.	none	All Spec.	7000.00	7000.00
(2) Removal of Buildings			Lumpsum	All Spec.	none	All Spec.	3,000.00	3,000.00
(3) Removal of R/R Tracks			Lin. ft.	2,130	210	2340	1.50	3,510.00
(4) Rock Embankment			Cu.yd.	10,428	1,072	11,500	3.75	43,125.00
(5) Common Excavation			Cu.yd.	2,394	236	2630	1.75	4,602.50
(6) Drainage Excavation			Cu.yd.	534	54	588	3.50	2,058.00
(7) 3/4-inch	Galv. Steel	Pipe	lin. ft.	320	35	355	0.75	266.25
(8) 4-inch	Cast Iron	Sewer Pipe	lin. ft.	425	45	470	3.00	1410.00
(9) 6-inch	Conc. Sewer	Pipe	lin. ft.	896	89	985	2.00	1970.00
(10) 8-inch	Conc. Sewer	Pipe	lin. ft.	496	49	545	2.50	1362.50
(11) 6-inch	Galv. Corr.	Metal Pipe	lin. ft.	108	12	120	2.00	240.00
(12) 15-inch	Asbestos	Paved Invert Bonded Pipe	lin. ft.	62	6	68	8.00	544.00
(13) Conc MH.s less than 6' Deep.			Each	2	1	3	300.00	900.00
(14) Granular bedding			Cu.yd.	42	4	46	6.00	276.00
(15) Extra for Pipe under	Pavement		lin. ft.	420	40	460	3.00	1380.00
(16) Extra for Pipe under	Railroad		lin. ft.	20	5	25	25.00	625.00
(17) Extra for Pipe under	Water		Lumpsum	All Spec.	none	All Spec	1,000.00	1000.00
(18) Conc. Inlets (City of	Portland	standard)	Each	1	1	2	125.00	250.00
(19) Coarse Crushed base rock			Cu.Yd	1494	151	1645	3.75	6,168.75
(20) 1 1/2-0	Rock Surfacing		Cu.Yd.	785	80	865	3.75	3243.75
(21) 3/4"-0	Leveling Course		Cu.Yd.	290	30	320	4.00	1280.00
(22) Aggregate in binder	Course		Cu.Yd.	47	3	50	5.50	275.00
(23) RC-3	Asphalt		Ton	8	1	9	55.00	495.00
(24) Asph Conc. Class "B"	Mix		Ton	838	87	925	6.75	6243.75
(25) Rock Ballast	Railroad		Cu.Yd.	793	77	870	3.00	2610.00
				Sub total			$	93835.50

Form E-49—30M—8-59

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 2 SHEETS

Estimate

Relocate Portland Traction Co. Buildings

February 13, 1964 — East Marquam Interchange — Dale E. Sturmer Hyd. Engr.

Item			Unit	Net Quantity	Allowance	Total	Unit Cost	Amount
(From Previous sheet)				Sub total			$	93835.50
			+	20% Eng & Cont				18,764.50
				Sub total			$	112,600.00
	City of Portland for moving Water M. H in S.E. Sherman st							2,000.00
	City of Portland Water service to 3 buildings @ $ 90.00 each							270.00
				Total			$	114,870.00

Form E-49—3081—5-59

Estimate #6

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 2 SHEETS

Estimate

Relocate Portland Traction Co. Buildings

February 13, 1964 East Marquam Interchange Dale E. Sturmer Low Engr.

Buildings located on R/W line. One spur track to Pioneer carloading & P&A shippers.

Item			Unit	Net Quantity	Allowance	Total	Unit Cost	Amount
(1) Clearing & Grubbing			Lumpsum	All Spec.	none	All Spec.	7000.00	7000.00
(2) Removal of Buildings			Lumpsum	All Spec.	none	All Spec.	3,000.00	3,000.00
(3) Removal of R/R Tracks			Lin. Ft.	2,130	210	2340	1.50	3,510.00
(4) Rock Embankment			Cu.Yd.	10,428	1,072	11,500	3.75	43,125.00
(5) General Excavation			Cu.Yd.	2,394	236	2630	1.75	4,602.50
(6) Drainage Excavation			Cu.Yd.	534	54	588	3.50	2,058.00
(7) 3/4-inch	Galv. Steel	Pipe	lin. ft.	320	35	355	0.75	266.25
(8) 4-inch	Cast Iron	Sewer Pipe	lin. ft.	425	45	470	3.00	1410.00
(9) 6-inch	Conc.	Sewer Pipe	lin. ft.	896	89	985	2.00	1970.00
(10) 8-inch	Conc.	Sewer Pipe	lin. ft.	496	49	545	2.50	1362.50
(11) 6-inch	Galv. Corr.	Metal Pipe	lin. ft.	108	12	120	2.00	240.00
(12) 15-inch	Asbestos	Paved Invert Bonded Pipe	lin. ft.	62	6	68	8.00	544.00
(13) Conc M.H.s less than 6' Deep.			Each	2.	1	3	300.00	900.00
(14) Granular bedding			Cu.Yd.	42	4	46	6.00	276.00
(15) Extra for Pipe under	Pavement		lin. ft.	420	40	460	3.00	1380.00
(16) Extra for Pipe under	Railroad		lin ft.	20	5	25	25.00	625.00
(17) Extra for Pipe under	Water		Lumpsum	All Spec.	none	All Spec	1,000.00	1000.00
(18) Conc. Inlets (City of Portland standard)			Each	1	1	2	125.00	250.00
(19) Coarse Crushed base rock			Cu.Yd	1494	151	1645	3.75	6,168.75
(20) 1 1/2-0	Rock	Surfacing	Cu.Yd.	785	80	865	3.75	3243.75
(21) 3/4"-0	Leveling	Course	Cu.Yd.	290	30	320	4.00	1280.00
(22) Aggregate in binder	Course		Cu.Yd.	47	3	50	5.50	275.00
(23) RC-3	Asphalt		Ton	8	1	9	55.00	495.00
(24) Asph Conc. Class "B"	Mix		Ton	838	87	925	6.75	6243.75
(25) Rock Ballast	Railroad		Cu.Yd.	793	77	870	3.00	2610.00
				Sub total			$	93835.50

Form E-49—30M—8-59

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 2 SHEETS

Estimate

Relocate Portland Traction Co. Buildings

February 13, 1964 East Marquam Interchange Dale E Sturmer Loc. Engr.

Item			Unit	Net Quantity	Allowance	Total	Unit Cost	Amount
(From Previous sheet)				Sub total			$	93835.50
			+	20% Eng & Cont				18,764.50
				Sub total			$	112,600.00
	City of Portland for moving water M.H in S.E. Sherman st							2,000.00
	City of Portland Water service to 3 buildings @ $					90.00 each		270.00
				Total			$	114,870.00

Form E-43—30M—6-59

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 2 SHEETS

Estimate

Relocate Portland Traction Co. Buildings

August 13, 1963 — East Marquam Interchange — Dale E Sturmer Loc. Engr.

Item			Unit	Net Quantity	Allowance	Total	Unit Cost	Amount
(1) Clearing & Grubbing			Lump Sum	All Spec.	None	All Spec.	7,000.00	7,000.00
(2) Removal of Buildings			Lump Sum	All Spec.	None	All Spec	3,000.00	3,000.00
(3) Removal of R/R Tracks			Lin. ft.	2,130	210	2340	1.50	3,510.00
(4) Rock Embankment			Cu.Yd.	20,439	2461	22,900	3.75	85,875.00
(5) General Excavation			Cu.Yd.	2,394	236	2,630	1.75	4,602.50
(6) Drainage Excavation			Cu.Yd.	534	54	588	3.50	2,058.00
(7) 3/4-inch	Galv. Steel Pipe		Lin. ft.	320	35	355	0.75	266.25
(8) 4-inch	Cast Iron Sewer Pipe		Lin. ft	425	45	470	3.00	1410.00
(9) 6-inch	Conc. Sewer Pipe		Lin ft	896	89	985	2.00	1970.00
(10) 8-inch	Conc. sewer Pipe		Lin. ft.	496	49	545	2.50	1362.50
(11) 6-inch	Galv. Corr. Metal Pipe		Lin. ft.	108	12	120	2.00	240.00
(12) 15-inch	Asbestos bonded Pipe	Paved invert	Lin. ft.	62	6	68	8.00	544.00
(13) Conc.	M.H.'s less than 6' Deep		Each	2	1	3	300.00	900.00
(14) Granular Bedding			Cu.Yd.	42	4	46	6.00	276.00
(15) Extra for Pipe Under Pvmt.			Lin. ft.	420	40	460	3.00	1380.00
(16) Extra for Pipe Under Railroad			Lin. ft.	20	5	25	25.00	625.00
(17) Extra for Pipe Under Water			Lump Sum	All Spec	None	All Spec.	1,000.00	1,000.00
(18) Conc. Inlets (City of Portland)			Each	1	1	2	125.00	250.00
(19) Coarse	Crushed Base Rock		Cu.Yd.	1494	151	1645	3.75	6,168.75
(20) 1½-0	Rock Surfacing		Cu.Yd.	785	80	865	3.75	3243.75
(21) ¾"-0	Leveling Course		Cu.Yd.	290	30	320	4.00	1280.00
(22) Aggregate in binder Course			Cu.Yd.	47	3	50	5.50	275.00
(23) RC-3	Asphalt		Ton	8	1	9	55.00	495.00
(24) Aspl	Conc. Class "B" Mix		Ton	838	87	925	6.75	6243.75
(25) Rock	Ballast (Railroad)		Cu.Yd.	1140	110	1250	3.00	3750.00
				Sub Total				137,725.50

Form E-49—20M—8-59

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 2 SHEETS

Estimate

Relocate Portland Traction Co. Buildings

August 12, 1963 · East Marquam Interchange · Dale E. Sturmer Loc. Engr.

Item			Unit	Net Quantity	Allowance	Total	Unit Cost	Amount
(From Previous sheet)				Sub Total			$	137,725.50
			+	20% Eng & Cont.				27,274.50
				Sub Total			$	165,000.00
	City of Portland for moving Water M.H. in S.E. Sherman St.							2,000.00
	City of Portland Water service to 3 buildings @ $				90.00 each	=		270.00
				Total			$	167,270.00

FORM E-20 80M 2-62 40607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1964

SUBJECT: E. Marquam Interchange
Fire Proofing Buildings

To:

The following estimates are for altering and fireproofing buildings, assuming that buildings are to be left in place with bridge structures built over.

Estimates based on altering walls to meet requirements of City Code for one hour fire resistant construction, roofs to be covered with 1 layer of 15-pound asbestos felt with gravel surface overlay.

Portland Traction Company Locomotive Shop.

Exterior Stucco, 7/8" thick on steel mesh laid over existing siding	475 sq. yds. @ 4.50	=	2,138.00
2 layers 1/2" gypsum board placed on inside walls	4,272 sq. ft. @ .28	=	1,196.00
Paint stucco	4,272 sq. ft. @ .09	=	385.00
Exterior door and window trim	Lump Sum	=	500.00
Paint exterior trim	Lump Sum	=	200.00
Replace gutters & downspouts after stucco			
5" gutters	420 lin. ft. @ 1.25	=	525.00
3" downspouts	70 lin. ft. @ 1.50	=	105.00
Interior trim, office	Lump Sum	=	150.00
Interior paint, office	1,040 sq. ft. @ .10	=	104.00
Roof Surfacing	94 squares @ 15.00	=	1,410.00
Interior work, moving benches, equipment conduit, etc., to facilitate installation of gypsum board	Lump Sum	=	500.00
	Subtotal		7,213.00
	10% Contingencies		722.00
	10% Profit & Overhead		793.00
	Total		$ 8,728.00

Pioneer Carloading Company.

Raze 20-foot east office section and replace in kind in existing warehouse. Fireproof warehouse. West office walls are rated 1-hour fire resistant.

Raze office section	650 sq. ft. @ 4.00	=	2,600.00
Raze ramp	Lump Sum	=	150.00
Construct new offices, and end wall	650 sq. ft. @ 10.00	=	6,500.00
Remove and replace and flash door canopies both sides	Lump Sum	=	480.00
Remove and replace G.I. siding in order to place gypsum board	3,020 sq. ft. @ .20	=	604.00
Place 3 layers 1/2" gypsum board	3,020 sq. ft. @ .40	=	1,208.00
New exterior trim, etc.	Lump Sum	=	150.00
Paint exterior trim, etc.	Lump Sum	=	100.00
Replace gutters and downspouts			
5" G.I. gutters	280 lin. ft. @ 1.25	=	350.00
3" G.I. downspouts	88 lin. ft. @ 1.50	=	132.00
Roof surfacing	72 squares @ 15.00	=	1,080.00
	Subtotal		13,354.00
	10% Contingencies		1,336.00
	10% Profit & Overhead		1,469.00
	Total		$16,159.00

Pacific and Atlantic Shippers Bldg.

Raze 20-foot east end section and rebuild in kind 16-foot office section in existing warehouse. Fireproof warehouse.

Raze 20-foot east end section	1,160 sq. ft. @ 4.00	=	4,640.00
Rebuild in kind, 16-foot section	928 sq. ft. @ 8.00	=	7,424.00
Remove and replace G.I. siding in order to place gypsum board	7,694 sq. ft. @ .20	=	1,539.00
Place 3 layers 1/2" gypsum	4,400 sq. ft. @ .40	=	1,760.00
Work in office section to meet 1-hour fire resistant requirements; cost from previous estimate	Lump Sum	=	3,701.00
Exterior trim, etc.	Lump Sum	=	200.00
Paint trim, etc.	Lump Sum	=	150.00

Transverse firewall, per code, cost from previous estimate	Lump Sum =	1,250.00
Gutters, 1 side only	220 lin. ft. @ 1.25 =	275.00
Downspouts	88 lin. ft. @ 1.50 =	132.00
Roof Surfacing	167 squares @ 15.00 =	2,505.00
	Subtotal	23,576.00
	10% Contingencies	2,358.00
	10% Profit & Overhead	2,594.00
	Total	$28,528.00

Portland Traction Company Office and Flynn Forwarding Company.

Office portion now meets code for 1-hour fire resistant walls. Estimate includes addition of gravel roof surfacing to office roof.

Remove and replace aluminum siding in order to place gypsum board	2,383 sq. ft. @ .20 =	477.00
Place 3 layers 1/2" gypsum on exterior walls	2,383 sq. ft. @ .40 =	954.00
Remove & replace canopy ceiling	800 sq. ft. @ .20 =	160.00
Exterior trim	Lump Sum =	50.00
Paint trim	Lump Sum =	35.00
New gravel stop	100 lin. ft. @ 1.00 =	100.00
Roof surfacing	81 squares @ 15.00 =	1,215.00
	Subtotal	2,991.00
	10% Contingencies	300.00
	10% Profit & Overhead	329.00
	Total	$ 3,620.00

Carl Schneider

Stutmer

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1963

SUBJECT: Portland General Electric Estimates
File No. 28591
East Marquam Interchange
Pacific Highway - Multnomah County

To: Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Attached you will find copies of estimates obtained from Portland General Electric Company listing estimated costs for the relocation of their facilities in the area of the East Marquam Interchange.

Please have these reviewed by your various departments and vertify the dollar values for accuracy.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachments

cc: L. I. Lindas (w/copy of estimates)
W. T. Wright " "
I. D. Merchant " "

NOTED
G. S. PA

REFERRED TO
Stutmer
Date: 11-29-63 WBK
For: Study report. Will make an appointment for a conference with Carl Smith.
Due Date:

METROPOLITAN ENGINEER
RECEIVED
NOV 29 1963
STATE HIGHWAY DEPARTMENT

PRELIMINARY #28591

PORTLAND GENERAL ELECTRIC COMPANY

The Relocation of the Pole Yard to a Site Southeast of Station L, Adjacent to the EM&C Department Work Area.

The following estimate totaling $49,200 is for moving the present installation to a new location:

Item #17

Preparation of New Site:

Grading	$10,000	
Rock surfacing	8,000	
Skids and bunkers	5,000	
Hoist house foundation	600	
Boom foundation	2,400	
Dry well Drainage off-hand	200	$26,200

Disconnecting and Dismantling of Equipment:

Boom	$ 850	
Hoisting machinery	240	$ 1,090

Moving:

Hoist house	$ 500	
Boom and hoist (rerigging)	1,500	
Present stock of poles	1,360	$ 3,360

Utilities:

Steam for hoist	$ 1,800	
Electric service (including flood lighting)	2,500	$ 4,300

Miscellaneous:

Retreating shed	$ 5,000	
Fire hydrants	1,500	
Fence and gates	3,300	$ 9,800
Subtotal		$44,750
Contingencies		4,450
Total		$49,200

Eng. Dept.
11-15-63

EAST MARQUAM INTERCHANGE

PORTLAND TRACTION CO. NEGOTIATION

Relocation Plan

Dale E. Sturmer
Locating Engineer
January 2, 1964

Estimated Cost for Settlement with Portland Traction Co.

Item No.	Item	Estimate By	Estimated Cost	Accepted Costs By Salem
1.	Rock embankment, Paving, Drainage, Etc.	Sturmer	$167,270	
2.	Moving of Pioneer Carloading Building.	Schneider	41,528	
3.	Moving of Pacific and Atlantic Shippers Co. Building.	Schneider	79,164	
4.	Moving of Flynn Forwarding Co. Building.	(Schneider)	45,516	
5.	Interchange yard and service track relocation.	S.P. Co.	129,260	
6.	Easement or purchase of property through P.T.C. yard.	Salem	?	
7.	Value of snow plow shed.	R/W	3,000	
8.	Value of storage building.	R/W	5,000	
	The Southern Pacific Co. has been requested to furnish cost figures for the following but have failed to do so and the following are rough figures only.			
9.	New Portland Traction Co. office building (36'x60') x $17	P.T.C.	37,000	
10.	Cut off, reconstruction and relocation of locomotive shop.	Sturmer	30,000	
11.	Purchase or cost of moving and/or rebuilding of carpenter shop. (Estimated value by R/W)	R/W	4,500	
	Total for settlement with Portland Traction Co.			
	Subtotal for comparative plans.			

Relocation Plan

Dale E. Sturmer
Locating Engineer

The following items should be added to the Total for Settlement with Portland Traction Co. to give a comparative estimate with the overbuilding plan.

		Estimate By	Estimated Cost	Accepted Costs By Salem
12.	R/W for Pioneer Carloading Co. (Leppaluoto)	(R/W dept)	$17,500	
13.	R/W for Pioneer Carloading Co. (O'Reilly property)	(R/W dept)		
14.	R/W for Flynn Forwarding Co. (City of Portland prop.)	(R/W dept)	19,100	
15.	R/W for P & A Shippers, ½ of vacated Market St.	(R/W dept)	3,900	
16.	Cost of easement through Portland General Electric Co. pole yard.	(Salem)	?	
17.	Cost of moving pole yard.	P.G.E.	49,200	
18.	Cost of revamping P.G.E. pole line facilities (very approximate)	Sturmer	20,000	
19.	Cost of new storage building at west end of P.G.E. garage.	Schneider	6,652	

Sub-total for items 12-19, incl.

Savings due to building relocation

20. Construction Savings due to better pier location (Salem) $200,000

Total for comparative plans (Relocation Plan)

EAST MARQUAM INTERCHANGE

PORTLAND TRACTION CO. NEGOTIATIONS

Dale E. Sturmer
Locating Engineer
January 2, 1964

Overbuilding Plan

Estimated Costs of Settlement with Portland Traction Co.

Item No.	Item	Estimate By	Estimated Cost	Accepted Costs By Salem
1.	Track relocation	S.P. Co.	$ 62,410	
2.	Additional operating cost due to additional railroad crews needed. (Annual cost $39,500, Capitalized at 5% = $786,000)	S.P. Co.	786,000	
3.	Reimbursement or damages due to loss of revenue from freight forwarding companies. Annual revenue $250,000 per year. (Southern Pacific letter of Dec. 18, 1963 does not give a figure for this.)	Salem	?	
4.	Yard lighting costs - including maintenance and cost of electrical energy.	Salem	?	
5.	Protection of Highway structures from fire.	Salem	?	
6.	Remodeling of buildings due to columns and footings being placed therein.	Salem	?	
7.	Easement for right of way.	Salem	?	

Total for comparative plans (overbuilding plan)

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DEMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

December 18, 1963

IN REPLY PLEASE REFER TO
911700/323
0-PD-62-9

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer (Retired)

Dear Sir:

This letter is being written in reply to yours of October 17, and in confirmation of meeting held in your office in Salem on December 5, in connection with the State's proposed acquisition of rights of way from the Portland Traction Co. for construction of the east approach to the Marquam Bridge in Portland. Your letter outlined certain restrictive conditions on the use of the surface of the ground beneath the freeway under Alternate A, which has been referred to as the "Relocation" Plan, and Alternate B, which has been referred to as the "Over-building" Plan.

With respect to the so-called "Over-building" Plan, this will confirm information given to you orally that Portland Traction Co. finds such a plan completely unacceptable and will not voluntarily convey the necessary right of way for such a scheme. We realize that you have an obligation to justify certain recommendations to the Bureau of Public Roads, and for that purpose only, we will set forth below certain information pertaining to the "Over-building" Plan, which, we hope, will also explain our statement that it is unacceptable.

The Operating officers of Portland Traction Co. have estimated that if the "Over-building" Plan were followed, the placement of the supporting pier columns adjacent to the yard tracks and industrial buildings would so interfere with the visibility of switching crews that it would be necessary to augment each crew by the addition of one switchman to facilitate the passing of signals between the men on the ground and those in the locomotive. It has also been estimated that at least one-half hour per day additional time for each switching crew would be necessary due to the added difficulty in moving freight cars through an area encumbered by many pier columns. This additional annual cost to Portland Traction Co. would be approximately $39,300, as indicated by the following detail:

(a)	Daily wage cost of one switch-engine crew consisting of one foreman, one locomotive engineer, one fireman, two switchmen, including overhead, at straight time rates - eight hours	$144.44
(b)	Daily wage cost for same crew, augmented by one additional switchman: $144.44 + $28.31	172.75
(c)	Daily overtime cost for one augmented crew (b): $172.75 x 1.5	259.12
(d)	Hourly overtime cost for one augmented crew (b): $259.12 ÷ 8	32.39
(e)	Two crews work 48 hours per week each. Expressed in crew days per year	624
(f)	One crew works 40 hours per week. Expressed in crew days per year	260
(g)	Total crew days per year	884
(h)	Annual cost of one-half hour of overtime for each of three augmented crews: $16.195 x 884	$14316.38
(i)	Annual cost to add one additional switchman to each of three crews: 624 crew days x $28.31) 260 " " x $28.31)	$25026.04
(j)	Total additional annual cost	$39342.42

An annual cost of $39,300, capitalized at 5%, represents a principal sum of $786,000.

The Traction Company also has reason to believe that if the "Over-building" Plan were followed, the freight forwarding companies now occupying the three buildings in the block between Market and Clay Streets would find the interference with their operations so objectionable that they would seek more suitable locations which might not be served by the Traction Company. The annual freight revenue accruing to the Traction Company from these three forwarding companies is approximately $250,000, and should they move to other locations not served by the Traction Company, this annual revenue would be lost.

Should the "Over-building" Plan be adopted, the shadows cast onto the railroad yard and the industrial buildings would be such that artificial lighting would be necessary. We believe that the intensity required for the yard would approximate 1/4 to 1/2 foot-candles. We do not know just what would be necessary for the buildings. With this information, you should be able to approximately estimate the installation cost of the necessary facilities. Someone would have to maintain the illumination, including the

cost of electrical energy. There is certainly no reason why the Traction Company should be expected to assume this additional expense.

Under the recommended "Relocation" Plan, none of the above costs, or revenue loss, would be incurred.

At your request, we have prepared certain cost estimates for both plans. Our estimate for the "Over-building" Plan is $62,410, and for the "Relocation" Plan, $129,260. Both of these estimates are for track work only and do not include a great deal of other work such as building relocation or alteration, paving, etc. We have not included the cost of the work other than track work for the reason that it would be necessary under either plan. The figures mentioned in this paragraph should enable you to complete an economic analysis of one plan versus the other. Neither figure in this paragraph includes the cost of the necessary filling to permit the relocation of two of the industrial buildings adjacent to the east bank of the river.

Our discussion indicated that there are perhaps three ways the State might acquire the necessary right of way:

A. Purchase it in fee from Portland Traction Company.

B. Purchase an easement containing conditions similar to those outlined under Alternate A in your letter of October 17, but modified as indicated below, and

C. Purchase an easement with the restrictive conditions not spelled out, but generalized as we have done in so many past cases.

A brief discussion of these three methods follows:

A. It is our understanding that if the State bought the right of way in fee, it would be satisfactory that the deed from the Traction Company reserve to the grantor the right to use the surface of the ground for railroad operating purposes. As we see it, the effect of this would be that the Railroad could use the surface of the ground for existing and future track right of way purposes but for little else. If this plan were followed, the State would pay full market value for the right of way area and the grantor would make the above reservation without any reduction in compensation to be received.

B. Believe we tentatively agreed that the six restrictions listed under your Alternate A could be modified somewhat as follows:

1. Buildings of fireproof construction below a plane 8 feet below the freeway structure would be permitted in addition to the railroad tracks and vehicular and pedestrian roads. It would be specified that the only commodities to be manufactured and stored or held in such buildings within the easement area would be those permitted pursuant to and in accordance with all applicable regulations of the Interstate Commerce Com-

mission relative to the transportation and handling of explosives and other dangerous articles. It was agreed that there would be no objection to the parking of automotive vehicles within the easement area and that the piers would be protected by low concrete curbs.

2. This is to be changed to indicate that the distance between the center line of any railroad track and any column would be in accordance with clearance requirements of the O.P.U.C.

3. This should be eliminated as the curbs mentioned in No. 1, above, would automatically prevent vehicles from colliding with the columns.

4. We agreed that there would be no objection to the storage of railroad track material and it would appear that the I.C.C. regulations mentioned in No. 1, above, would amply protect the State against the storage of any dangerous articles.

5. It is understood by all concerned that there will be no access to the roadway of the freeway from the easement area or adjoining property.

6. The terms of any easement granted would give the State reasonable access to the area for inspection, repair and maintenance of the highway structure.

C. By document dated January 19, 1962, the State acquired from Southern Pacific Company, OWR&N Company and Union Pacific R.R. Company easement rights for a portion of the Banfield Interchange of the East Bank Freeway between NE Davis and NE Flanders Streets. Section 2 of that document reads as follows:

> "This grant is made subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use all the property described herein in the performance of its duty as a common carrier and for that purpose there is reserved unto Railroad, its successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain and use existing and future railroad tracks, facilities and appurtenances and existing and future transportation, communication and pipe line facilities and appurtenances in, upon, over, across and along said property."

Because of the parenthetical phrase "consistent with the rights herein granted", in the above quotation, it may be that from a practical standpoint, there is little difference in the State acquiring its right of way under schemes B or C. In our opinion, the above quotation would amply protect the State against any indiscriminate use of the surface of the land without the necessity for spelling out the restrictions in detail. Many sections of the Interstate System in Oregon, and in other states, have been constructed on easements containing this same language. We see no beneficial result to either party in changing the form of such easements at this time.

We agreed that regardless of the type of acquisition by the State, the terms would be such that no throwing of snow from the elevated structures onto the surface of the ground would be permitted.

One of the things we wish to avoid is for the Traction Company to grant any easement to the State under conditions which would be so restrictive that no beneficial use of the land could be made should, for some unforeseen reason, all or most of the Traction Company's tracks be removed from the easement area at some future time.

Basically, the State's acquisition of this right of way appears to resolve itself into a matter of economics. It would appear that the cost to the State would be the highest for scheme A, with schemes B and C following in that order. Or, the greater the rights to be retained by the grantor, the less the cost to the State. We have agreed that with the information contained in this letter, your Right of Way Department will complete its appraisals and then make monetary offers, based on unit values, for the State's acquisition under each of the three schemes outlined above.

We acknowledge receipt of your memorandum of our December 5 meeting. Other interested officers of Southern Pacific, Union Pacific and Portland Traction are receiving copies of this letter, to which is attached a copy of your memorandum.

Very truly yours,

H M Williamson
Jr

RECEIVED
DEC 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-240 Rev.—

PRELIMINARY

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name EAST MARQUAM INTCH County MULT Bridge No. 8590

Section and station EASTBANK FREEWAY Highway PACIFIC

Estimate made by DOC Date 1-2-64 Checked by ..... Date .....

Description From Hawthorne Br to PGE R/W Line BD449

OVERBUILDING ALTERNATE)

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No. .....

Calc. Book No. ..... Class ..... Loading .....

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			$20,000
Excavation	cu. yds.	3,335	$4	$13,340
Excavation below elevation shown	cu. yds.			
..... piling	lin. ft.	81,200	$3.50	284,200
..... piling	No.	812	$75	60,900
..... piling	lin. ft.			
..... piling	No.			
...ss A concrete	cu. yds.	8,081	$60	484,860
..... concrete	cu. yds.			
Metal reinforcement	lbs.	1,880,000	$0.11	206,800
..... Lumber	M. B. M.			
Structural ..... Steel	lbs.	2,026,759	$0.23	466,155
Structural ..... Steel	lbs.	1,804,725	$0.24	433,134
Handrail	lin. ft.	4,624	$3.50	16,184
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
Salvage Piling	each	100	$28	2,800
Removal & remodel Pioneer Corloading				
Pacific Ehloatic Warehouse	lump sum			25,800
Fireproofing Bldgs	" "			37,122
Subtotal				$2,051,295
Plus 18 per cent for contingencies & Engr.				369,205
...ction cost				
...ent for engineering				
Total cost				$2,420500

State Printing 4718

Form E-340 Rev.—

PRELIMINARY

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name EAST MARQUAM INTCH. County MULT. Bridge No. 859C

Section and station EAST BANK FREEWAY. Highway PACIFIC.

Estimate made by DOC. Date 1-16-64. Checked by ..... Date .....

Description FROM PGE R/W LINE to EAST SIDE of abut. 1 vert. "BD" 456+32

(OVERBUILDING ALTERNATE)

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No. .....

Calc. Book No. ..... Class ..... Loading .....

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			72,000
Excavation	cu. yds.	3840	#4	15,360
Excavation below elevation shown	cu. yds.			
..... piling	lin. ft.	48,530	3.50	170,030
..... piling	No.	694	75	52,050
..... piling	lin. ft.			
..... piling	No.			
Class A concrete	cu. yds.	8092	60	485,520
..... concrete	cu. yds.			
Metal reinforcement	lbs.	1,861,160	0.11	204,728
..... Lumber	M. B. M.			
Structural ..... Steel	lbs.	2,303,600	0.23	529,828
Structural ..... Steel	lbs.			
Handrail	lin. ft.	5,703	3.50	19,978
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
"Extra" Filing	each	100	28	2,800
Subtotal				#1,561,094
Plus 10 per cent for contingencies #Engr.				281,006
Total construction cost				*1,842,500
Plus 10 per cent for engineering Rail Yard Work				184,500
Total cost				#2,027,000

State Printing 4718

* Additional cost due to working in, around, and thru. rail yard.

Form E-340 Rev.

PRELIMINARY

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name EAST MARQUAM INTCH County MULT Bridge No. 8590

Section and station EASTBANK FREEWAY Highway PACIFIC

Estimate made by DOC Date 1-16-64 Checked by ..... Date .....

Description From Hawthorne Dr. to east side of rail yard "BD" 456+32

(RELOCATION ALTERNATE)

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No. .....

Calc. Book No. ..... Class ..... Loading .....

ITEMS	UNIT	ESTIMATE Quantity	Rate	# Amount
Shoring, cribbing, etc.	lump sum			# 23000
Excavation	cu. yds.	7471	# 4	29884
Excavation below elevation shown	cu. yds.			
..... piling	lin. ft.	122,420	3.50	428,470
..... piling	No.	1442	75	108,150
..... piling	lin. ft.			
..... piling	No.			
Class A concrete	cu. yds.	17,257	60	1,035,420
..... concrete	cu. yds.			
Metal reinforcement	lbs.	3,976,810	0.11	437,449
..... Lumber	M. B. M.			
Structural ..... Steel	lbs.	5,070,822	0.23	1,166,289
Structural ..... Steel	lbs.			
Handrail	lin. ft.	10,332	3.50	36,162
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
Splice Piling	lump	200	28	5,600
Subtotal				# 3,270,474
Plus 18 per cent for contingencies & Engr.				588,676
Total construction cost				
Plus 10 per cent for engineering				
Total cost				# 3,859,100

State Printing 4716

Stuemer

FORM S-80 REV 11-61

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1963

To: Mr. Fred Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

SUBJECT: File No. 28365-Portland
Traction Company
Russell Street-Curry Street
Section
East Bank Freeway
Multnomah County

Right of way estimates have now been completed on the areas which are under consideration for the relocation of the existing businesses on the Portland Traction Company property in the East Marquam Interchange area.

The area under the Grand Avenue structure, which is under consideration for the relocation of Flynn Forwarding Company, is estimated to ccst $19,100. The area near Hawthorne Bridge which is to be utilized by Pioneer Carloading Company is estimated to cost $17,500. —

At this writing, we have not determined the amount which we will offer the Portland General Electric Company for our structure easements, but I have asked the Land Department of that Company to expedite the matter. This information will be forwarded after we have had an opportunity to examine it.

Items 12, 13, 14

L. I. Lindas
Chief Counsel

By D. H. Moehring
D. H. Moehring
Assistant Right of Way Engineer

DHM:jjm

cc Ivan Merchant
S. N. Mayhew
L. I. Lindas

S. PAXSON

Send cc Stuemer: Incl. re estimate
WSK

FORM B-20 5000 11-61 40820

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1963

SUBJECT: Relocation of Buildings
E. Marquam Interchange
Bridge No. 8590

To: Mr. Ivan D. Merchant
Bridge Engineer
O F F I C E

Herewith sketches and estimates for relocating three buildings to clear right of way for the East Marquam Interchange bridge structures. The buildings involved are shown on the plot plan, Drawing No. 19072. Plans, elevations, and typical sections are shown on Drawing Nos. 19073 and 19074. These drawings are for estimating and reference and not intended for construction purposes. Should construction drawings be required it will be necessary to provide measured details of the existing parts as complete plans of the buildings as now exist are not available.

Breakdown estimates of the various components of these buildings are recorded in Bridge Department Calculation Book No. 441, Pages 120 to 135, incl.

The following estimates in all cases are for all work included within the perimeter of the buildings only, and does not include cost of the material and labor for water, sewer, electrical, paving, etc., required outside of the buildings. These costs will be included in estimates by Mr. Dale Sturmer of the Metropolitan Division Office.

Building "A" Pioneer Car Loading Company
Estimate No. 1
Estimate of cost of moving existing superstructure and remodel of walls to meet code requirements of Fire District No. 2.
Estimate includes cost of new foundation and floor and demolition of existing foundation and floor.

Estimated Cost $41,528.00

AUG 6 1963

2 - copies to Rhodes
" " Wright
2 -
Includes 2 prints each
of Dwg. No. 19072-3-4
+ Cen
11-2

Item #3

Building "A" Pioneer Car Loading Company
Estimate No. 2
Estimate of cost for new building, replacing in kind existing, plus addition of fire resistant walls to meet code requirements for Fire District No. 2
Estimate includes cost of demolition of existing building

Estimated Cost $90,005.00

Building "B" Pacific and Atlantic Shippers
Estimate No. 1Estimate of cost of moving existing superstructure and remodel of walls to meet code requirements of Fire District No. 2.
Estimate includes new transverse firewall, new foundation and floor and demolition of existing foundation and floor

Estimated cost $79,164.00

Building "B" Pacific and Atlantic Shippers
Estimate No. 2
Estimate of cost for new building replacing in kind existing, plus addition of fire resistant walls and firewall to meet code requirements for Fire District No. 2.
Estimate includes cost of demolition of existing building

Estimated cost $186,186.00

Item # 4

Building "C" Portland Traction Co. & Flynn Forwarding Company
Estimate No. 1
Estimate of cost for cutting off and demolishing office portion, and moving existing warehouse section to new foundation and floor
Estimate includes construction of new 20' x 48' warehouse office, new foundation and floor for warehouse superstructure, and demolition of existing warehouse foundation and floor

Estimated cost $ 46,516.00

Building "C" Portland Traction Co. & Flynn Forwarding Company
Estimate No. 2
Estimate of cost for entire new building per sketch which includes 49' x 100' warehouse section like existing and a 1 story office section 20' x 48'
Estimate includes cost of demolition of entire existing building

Estimated cost $70,337.00

Carl Schneider

CS/mm
Attached

cc: Mr. C. C. Schneider

Moving Buildings

Pioneer Carloading -	41,528.00
P&A Shippers	79,164.00
Flynn Forwarding	46,516.00
	167,208.00

East Marquam Interchange
East Bank Freeway

November 22, 1961

Cost Estimate of Part Demolish and Remodel of two warehouses S. E. Market and S. E. Water Avenue

Based on Replacement in kind.

NG

Building No. 1--Pioneer Carloading Company
40' Wide Building

Scheme "A" Removal 20' Section and Ramp
Estimated Cost $7,500

Scheme "B" Removal 40' Section and Ramp
Estimated Cost $8,800

Building No. 2 - Pacific & Atlantic Shippers, Inc.
58' Wide Building— Removal 32' Section
Estimated Cost $17,000

Carl Schneider

RECEIVED
MAY 1963

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
O. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

May 24, 1963

Mr. P. A. Adams
Superintendent
Portland Traction Company
1635 S. E. Water Avenue
Portland, Oregon

Mr. E. A. Kendrew
Assistant Engineer
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Messrs. Adams and Kendrew:

Reference is made to the problems involved with relocating the facilities of the Portland Traction Company to clear the right of way for the East Marquam Interchange structures.

During the meeting held in your office on May 20, 1963, a possible operational scheme was worked out. Naturally, this scheme would have to be justified and approved by your companies, the State and the Bureau of Public Roads before it could be implemented. The steps involved are enumerated below.

1. At this meeting you proposed a new permanent office building for the Portland Traction Company headquarters. The building would be 36 x 60 feet, one story high and would cost an estimated $17 a square foot, for a total of about $37,000. It would be one of the Armco prefab buildings. You propose that it would be constructed entirely under your direction.

If this building were constructed, you would move the Portland Traction Company office force into it and use the existing office building to house the offices of both the Pioneer Carloading Company and the P & A Shippers Company during the difficult phase of moving their buildings while still keeping them in operation. By using the existing Portland Traction office building as proposed, you could combine warehouse space so that no temporary warehouse or other temporary buildings would be necessary. If we did not have this office, some facility, not now existing, would have to be developed to house the office force of these companies.

You also expressed considerable doubt whether we could move this office building while still keeping all communication, sewer, light and water systems in operation and without seriously damaging the building itself. (The Portland Traction building is a two-story concrete building supported by a concrete foundation and a floor slab).

2. During the construction of the office building, we would also be constructing the river fill for the railroad spur track and for the foundation for Pioneer Carloading. About 15,000 cubic yards of material would have to be imported for this fill.

3. During the final stages of the fill construction, it would be necessary to cut off enough of the Locomotive Repair Shop to allow the installation of the proposed spur track through the P.G.E. pole yard. This must be accomplished in such a manner as to allow Portland Traction to continue using the east side of the Locomotive Repair Shop during the rest of the yard revision work.

4. At this time we would also remove the lean-to on the north end of the carpenter shop.

5. Following that we would have to clear the way for the proposed spur track through the P.G.E. yard.

6. The tracks for the spur to serve Pioneer Carloading and P & A Shippers would next be constructed. A short gap in the spur would be required where the two warehouse buildings occupy the proposed track area.

7. During the spur line work, we would also be constructing the foundation for Pioneer Carloading.

8. Also at this time we would remove the part of the Holman Building now owned by the State.

9. Move Portland Traction Company from the existing Portland Traction building into the new office building.

10. Move the P & A Shippers office force into the existing Portland Traction building.

11. Remove the westerly office room from the P & A Shippers Company building and temporarily store it at a convenient location.

12. Move the Pioneer Carloading office force into the Portland Traction office building and move their warehouse operation into the P & A Shippers Building.

13. Move the Pioneer Carloading Company building. It may be necessary to cut the building into two sections in order to perform the moving job.

14. Connect up the gap in the spur tracks and reactivate the Pioneer Carloading warehouse.

15. Construct the foundation for the P & A Shippers building utilizing as much of the existing foundation and floor as possible.

16. Move warehouse operation of P & A in with Pioneer Carloading.

17. Move the P & A Shippers warehouse and office building and reactivate them in their new position.

18. Move the office force of the Pioneer Carloading and P & A Shippers back into the warehouse buildings.

19. Perform necessary work to fireproof both warehouses according to City code.

20. Construct the new foundation for the Flynn Forwarding building at its new location near the Union Avenue structure. This location has not yet been firmed up, but no other general location is satisfactory.

21. Cut off the Flynn Forwarding Company warehouse from the Portland Traction building and move it to its new location. The office of the Flynn Forwarding Company is now located in the Portland Traction office building and would remain there until we have Flynn Forwarding completely reactivated, including constructing them a new office room.

22. After the Flynn Forwarding office force has been moved to their new office building, destroy the existing Portland Traction Company office building.

23. Remove such tracks as necessary in the original location of the shipping warehouses and office buildings and pave the area.

Minor steps such as moving gasoline pumps and tanks, pole lines, et cetera, will take place concurrently with the master plan listed above.

The matter of who would control the various phases of the operation required was also discussed at some length, and it was suggested that we would handle it as follows.

The spur track to be constructed to serve the Pioneer Carloading and P & A Shippers and its back track to serve Station "L" would be constructed entirely by Portland Traction Company using their own forces.

The construction of the new office building would also be handled by the Portland Traction Company on a contract basis. The work involved in moving the Pioneer Carlon Building and P & A Shippers building and the Flynn Forwarding building would be contracted by the State. The revision to the Locomotive Repair Shop building and the carpenter shop building necessary to accommodate the spur track would be handled by the Portland Traction Company. Grading and blacktop work would be handled by the State.

One of the essential ground rules that we will be working under concerns the minimum clearance from the edge of the structure to the closest point of the buildings. It has been established that this figure will be 15 feet.

The matter of moving the team and interchange tracks from under the structure will be handled by the railroad, probably under contract. As yet the Southern Pacific and Portland Traction Company have not evolved a final plan for the relocation of these tracks. Also, rebuilding or moving the Locomotive Repair Shop and the carpenter shop will be handled by the Portland Traction Company in conjunction with this major track relocation.

If you have any corrections to make to the operation outlined above or if you wish to discuss the matter further, please advise immediately.

Very truly yours,

Original Approved by F. B. Khaboe

F. B. Klaboe
Metropolitan Engineer

FBK:sb

cc: Mr. R. L. Porter
Mr. P. M. Stephenson
Mr. Ivan Merchant
Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. Dale Sturmer
Mr. T. W. Litchfield
Mr. Walter T. Wright

RECEIVED
MAY 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 28 1964
FOR FILING

I-5-1(41)3-1
6S'16

January 27, 1964
Salem, Oregon

East Marquam Interchange
Portland

Mr. Ivan Merchant
Bridge Engineer
BUILDING

I attach copies of a portion of the judgment under which we obtained right of way across the Holman property. I have marked in red the paragraphs which are applicable and also attach a sketch map. This will indicate the facilities which we have to provide for the Holman Company.

Suggest you turn this over to Mr. Hart.

G. S. Paxson
Deputy State Highway Engineer
(Retired)

GSP:hlb
Attach.

cc R. L. Porter

the plaintiff's complaint have been admitted by the appearing defendants and that the only issue for determination by the jury is the just compensation to be awarded for the appropriation of the real property sought to be condemned as set forth in the plaintiff's complaint; and

It further appearing to the Court that on the 16th day of September 1959, the plaintiff deposited in the registry of the above entitled Court for the immediate use and benefit of the defendants, the sum of $250,000.00; and

It further appearing to the Court that the plaintiff has stipulated that if the defendants so elect, that they may have an encroachment easement over and across the plaintiff's adjoining property for the purpose of constructing a railroad spur track along and parallel to the west side of their remaining building, substantially as shown on defendants' Exhibit "12" which has been received in evidence in this case; and

It further appearing to the Court that the plaintiff has stipulated that S. E. Clay Street which adjoins the defendants' remaining property on the south will remain open for public travel and will be at least thirty-six feet in width and will not have placed in it within the thirty-six feet, any columns or pillars and that the easterly edge of the structures to be constructed on the plaintiff's right of way will be at least twenty-two feet westerly of the plaintiff's right of way at the northerly boundary of S. E. Clay Street, measured at right angles; and

A jury having been called, examined and duly empaneled and sworn, a view of the proposed acquisition having been had in the manner provided by law, the parties having made their opening statements and having adduced evidence in support of their contentions, arguments of the respective parties having been made to the jury and the jury having been regularly instructed in the law and having retired for deliberations, did on the 4th day of December, 1959, return its verdict, which said verdict, omitting the title of court and cause, is in words and figures as follows:

"We, the jury, being first duly empaneled and sworn to try the above-entitled cause, find that the just

and which verdict was regularly filed by the clerk of said court; and

It further appearing to the Court that the plaintiff has deposited with the clerk of the court the sum of $10,000.00, which sum is the amount provided for by said verdict less the sum of $250,000.00 heretofore deposited with said clerk, and that the plaintiff is now entitled to judgment appropriating the said real property hereinafter described to the State of Oregon, by and through its State Highway Commission; now therefore,

IT IS HEREBY ORDERED, ADJUDGED AND DECREED by this Court as follows:

I.

That the real property hereinafter described be and the same hereby is appropriated for public purposes, and the title to said property, together with all rights and easements therein, be and the same hereby is appropriated in fee simple, free and clear of all liens and encumbrances to the State of Oregon, by and through its State Highway Commission. The said real property so appropriated is described as follows:

A parcel of land lying in Block 1, Stephens Addition to East Portland, situated in Section 3, Township 1 South, Range 1 East, Willamette Meridian, Multnomah County, Oregon, the said parcel being described as follows:

Beginning on the South line of S. E. Hawthorne Boulevard at a point which is 375 feet Westerly of the intersection of the South line of S. E. Hawthorne Boulevard with the West line of S. E. Water Street, thence South parallel with the West line of S. E. Water Street 195 feet to the North line of S. E. Clay Street, thence East along said North line 155 feet, thence northwesterly in a straight line 220 feet, more or less, to said South line of S. E. Hawthorne Boulevard at a point which is 325 feet West of the intersection of S. E. Hawthorne Boulevard with the West line of S. E. Water Street, thence West along said South line of S.E. Hawthorne Boulevard 50 feet to the point of beginning.

The parcel of land to which this description applies contains 19,988 square feet.

II.

That no rights or easements of access exist to, from and between the right of way of the relocated Pacific Highway and all of the real property of the defendants remaining after the appropriation of the real property described in paragraph I hereof. The said remaining real property is situated in Multnomah County, Oregon, and, including the real property described in paragraph I hereof. is described as follows:

S.E. WATER AVE.

FILE NO. 28374
HAWTHORNE INVESTMENT CO.
(HOLMAN TRANSFER CO. WAREHOUSE)

S.E. CLAY ST.

Proposed Spur Track

R.I.W.

R.I.W.

OREGON

PROPOSED
HAW
E

RECEIVED
JAN 16 1964

I-5-6(41)301
FRANK M. WARREN
PRESIDENT
6576

PORTLAND GENERAL ELECTRIC COMPANY
ELECTRIC BUILDING
PORTLAND 5, OREGON

January 13, 1964

RECEIVED
JAN 14 1964
RIGHT OF WAY

Mr. Leonard L. Lindas, Chief Counsel
State Highway Department
State Highway Building
Salem, Oregon

REFERRED
TO Porter
FOR Copies to
G. E. ROHDE
gone to Wright

Dear Mr. Lindas,

NOTED
R. L PORTER

Marquam Bridge Approaches

After your telephone call of Wednesday I discussed the matter of the rights-of-way over our property for the Marquam Bridge approaches with Messrs. Walsh, Seton, Irelan and Caldwell. They will do everything possible to expedite this matter.

I am sure you realize that the many changes made in the plans for these approaches have slowed us considerably in arriving at final answers. We are not now in possession of all the information necessary to give you the figures you desire. We plan to make some assumptions and to state them as clearly as possible. We hope this will give both of us a reference point so that this important matter can be concluded without delay.

Sincerely yours,

Frank M. Warren

RECEIVED
JAN 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 10 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1964

To: Mr. Glen S. Paxson
Deputy Highway Engineer, Retired

Administration Office

SUBJECT: File No. 28365-Portland Traction Co.
File No. 28591-Portland General Electric Co.
East Marquam Interchange
Pacific Highway
Multnomah County

On the basis of redeploying the Portland Traction Company buildings north of Market Street, it is estimated that we would owe the company $12,500 in money plus conveying to them the necessary areas required for redeployment of their improvements. The estimated cost of the areas needed for redeployment is $36,600.

These figures are on the basis that we will pay for the rearranging of all track facilities which are disturbed by our taking, redeploy the buildings on to the alternate areas, and that such rearrangement will mitigate any and all operational damages. By redeploying the improvements it will be necessary to provide an alternate rail access across the Portland General Electric Company property which lies south of Market Street, it is estimated that the cost of an easement together with the cost of improvements destroyed by such easement would cost $65,000.

If other information on this matter is required, please advise.

L. I. LINDAS
Chief Counsel

By
D. H. Moehring
Assistant Right of Way Engineer

DHM:gc

cc - L. I. Lindas

NOTED
G. S. PAXSON

I-5-6(41) East Marquam Interch. Unit, 1965
301 East Bank Fwy. Sec., Pacific
#6576 Hwy. in Portland Folder # 1

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DEC 24 1963
FOR FILING

I-5-6(41)-1

4576

Salem, Oreg.
December 23, 1963

Post Marquam Approach

Roller right
Right of Way Engineer
Building

I attach a copy of a letter from the Southern Pacific Company relative to the right-of-way across the Portland Traction Company's yards at the east end of the Marquam Bridge.

They give estimates of $62,410 for the cost of moving tracks for the overbuilding alternate and $129,260 for the relocation plan. They also state that the overbuilding plan is unacceptable and that, in any event, the capitalized additional cost would be $786,000. If we accept this estimate, the overbuilding plan is eliminated from consideration.

To the overbuilding plan should be added the easement cost, the fencing and building revision cost, the yard lighting cost and many other items of additional costs for the tenants of the buildings that would require remodeling.

To the relocation plan should be added the easement or purchase cost, the building moving and reconstruction cost and the cost of right-of-way across the P.G.&E. property for the service tracks. Offsetting these costs is a saving of about $200,000 in construction cost because of pier spacing.

I believe we now have the data necessary to make up a statement to the S.P.&S. if the two alternates followed by an offer to the Traction Company. This matter should be given top priority as our investment in the main bridge and the east approach cannot be used until this East Approach is built.

G. S. Paxson
Assistant State Highway Engineer (Planning)

GSP:bbc
Attachment
cc: Norman Laird
Lloyd F. Shaw
L. D. Acheson
Fred Klabo

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

December 18, 1963

IN REPLY PLEASE REFER TO
911700/323
0-PD-62-9

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer (Retired)

Dear Sir:

This letter is being written in reply to yours of October 17, and in confirmation of meeting held in your office in Salem on December 5, in connection with the State's proposed acquisition of rights of way from the Portland Traction Co. for construction of the east approach to the Marquam Bridge in Portland. Your letter outlined certain restrictive conditions on the use of the surface of the ground beneath the freeway under Alternate A, which has been referred to as the "Relocation" Plan, and Alternate B, which has been referred to as the "Over-building" Plan.

With respect to the so-called "Over-building" Plan, this will confirm information given to you orally that Portland Traction Co. finds such a plan completely unacceptable and will not voluntarily convey the necessary right of way for such a scheme. We realize that you have an obligation to justify certain recommendations to the Bureau of Public Roads, and for that purpose only, we will set forth below certain information pertaining to the "Over-building" Plan, which, we hope, will also explain our statement that it is unacceptable.

The Operating officers of Portland Traction Co. have estimated that if the "Over-building" Plan were followed, the placement of the supporting pier columns adjacent to the yard tracks and industrial buildings would so interfere with the visibility of switching crews that it would be necessary to augment each crew by the addition of one switchman to facilitate the passing of signals between the men on the ground and those in the locomotive. It has also been estimated that at least one-half hour per day additional time for each switching crew would be necessary due to the added difficulty in moving freight cars through an area encumbered by many pier columns. This additional annual cost to Portland Traction Co. would be approximately $39,300, as indicated by the following detail:

(a)	Daily wage cost of one switch-engine crew consisting of one foreman, one locomotive engineer, one fireman, two switchmen, including overhead, at straight time rates - eight hours	$144.44
(b)	Daily wage cost for same crew, augmented by one additional switchman: $144.44 + $28.31	172.75
(c)	Daily overtime cost for one augmented crew (b): $172.75 x 1.5	259.12
(d)	Hourly overtime cost for one augmented crew (b): $259.12 ÷ 8	32.39
(e)	Two crews work 48 hours per week each. Expressed in crew days per year	624
(f)	One crew works 40 hours per week. Expressed in crew days per year	260
(g)	Total crew days per year	884
(h)	Annual cost of one-half hour of overtime for each of three augmented crews: $16.195 x 884	$14316.38
(i)	Annual cost to add one additional switchman to each of three crews: 624 crew days x $28.31) 260 " " x $28.31)	$25026.04
(j)	Total additional annual cost	$39342.42

An annual cost of $39,300, capitalized at 5%, represents a principal sum of $786,000.

The Traction Company also has reason to believe that if the "Over-building" Plan were followed, the freight forwarding companies now occupying the three buildings in the block between Market and Clay Streets would find the interference with their operations so objectionable that they would seek more suitable locations which might not be served by the Traction Company. The annual freight revenue accruing to the Traction Company from these three forwarding companies is approximately $250,000, and should they move to other locations not served by the Traction Company, this annual revenue would be lost.

Should the "Over-building" Plan be adopted, the shadows cast onto the railroad yard and the industrial buildings would be such that artificial lighting would be necessary. We believe that the intensity required for the yard would approximate 1/4 to 1/2 foot-candles. We do not know just what would be necessary for the buildings. With this information, you should be able to approximately estimate the installation cost of the necessary facilities. Someone would have to maintain the illumination, including the

cost of electrical energy. There is certainly no reason why the Traction Company should be expected to assume this additional expense.

Under the recommended "Relocation" Plan, none of the above costs, or revenue loss, would be incurred.

At your request, we have prepared certain cost estimates for both plans. Our estimate for the "Over-building" Plan is $62,410, and for the "Relocation" Plan, $129,260. Both of these estimates are for track work only and do not include a great deal of other work such as building relocation or alteration, paving, etc. We have not included the cost of the work other than track work for the reason that it would be necessary under either plan. The figures mentioned in this paragraph should enable you to complete an economic analysis of one plan versus the other. Neither figure in this paragraph includes the cost of the necessary filling to permit the relocation of two of the industrial buildings adjacent to the east bank of the river.

Our discussion indicated that there are perhaps three ways the State might acquire the necessary right of way:

A. Purchase it in fee from Portland Traction Company.

B. Purchase an easement containing conditions similar to those outlined under Alternate A in your letter of October 17, but modified as indicated below, and

C. Purchase an easement with the restrictive conditions not spelled out, but generalized as we have done in so many past cases.

A brief discussion of these three methods follows:

A. It is our understanding that if the State bought the right of way in fee, it would be satisfactory that the deed from the Traction Company reserve to the grantor the right to use the surface of the ground for railroad operating purposes. As we see it, the effect of this would be that the Railroad could use the surface of the ground for existing and future track right of way purposes but for little else. If this plan were followed, the State would pay full market value for the right of way area and the grantor would make the above reservation without any reduction in compensation to be received.

B. Believe we tentatively agreed that the six restrictions listed under your Alternate A could be modified somewhat as follows:

1. Buildings of fireproof construction below a plane 8 feet below the freeway structure would be permitted in addition to the railroad tracks and vehicular and pedestrian roads. It would be specified that the only commodities to be manufactured and stored or held in such buildings within the easement area would be those permitted pursuant to and in accordance with all applicable regulations of the Interstate Commerce Com-

mission relative to the transportation and handling of explosives and other dangerous articles. It was agreed that there would be no objection to the parking of automotive vehicles within the easement area and that the piers would be protected by low concrete curbs.

2. This is to be changed to indicate that the distance between the center line of any railroad track and any column would be in accordance with clearance requirements of the O.P.U.C.

3. This should be eliminated as the curbs mentioned in No. 1, above, would automatically prevent vehicles from colliding with the columns.

4. We agreed that there would be no objection to the storage of railroad track material and it would appear that the I.C.C. regulations mentioned in No. 1, above, would amply protect the State against the storage of any dangerous articles.

5. It is understood by all concerned that there will be no access to the roadway of the freeway from the easement area or adjoining property.

6. The terms of any easement granted would give the State reasonable access to the area for inspection, repair and maintenance of the highway structure.

C. By document dated January 19, 1962, the State acquired from Southern Pacific Company, OWR&N Company and Union Pacific R.R. Company easement rights for a portion of the Banfield Interchange of the East Bank Freeway between NE Davis and NE Flanders Streets. Section 2 of that document reads as follows:

> "This grant is made subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use all the property described herein in the performance of its duty as a common carrier and for that purpose there is reserved unto Railroad, its successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain and use existing and future railroad tracks, facilities and appurtenances and existing and future transportation, communication and pipe line facilities and appurtenances in, upon, over, across and along said property."

Because of the parenthetical phrase "consistent with the rights herein granted", in the above quotation, it may be that from a practical standpoint, there is little difference in the State acquiring its right of way under schemes B or C. In our opinion, the above quotation would amply protect the State against any indiscriminate use of the surface of the land without the necessity for spelling out the restrictions in detail. Many sections of the Interstate System in Oregon, and in other states, have been constructed on easements containing this same language. We see no beneficial result to either party in changing the form of such easements at this time.

We agreed that regardless of the type of acquisition by the State, the terms would be such that no throwing of snow from the elevated structures onto the surface of the ground would be permitted.

One of the things we wish to avoid is for the Traction Company to grant any easement to the State under conditions which would be so restrictive that no beneficial use of the land could be made should, for some unforeseen reason, all or most of the Traction Company's tracks be removed from the easement area at some future time.

Basically, the State's acquisition of this right of way appears to resolve itself into a matter of economics. It would appear that the cost to the State would be the highest for scheme A, with schemes B and C following in that order. Or, the greater the rights to be retained by the grantor, the less the cost to the State. We have agreed that with the information contained in this letter, your Right of Way Department will complete its appraisals and then make monetary offers, based on unit values, for the State's acquisition under each of the three schemes outlined above.

We acknowledge receipt of your memorandum of our December 5 meeting. Other interested officers of Southern Pacific, Union Pacific and Portland Traction are receiving copies of this letter, to which is attached a copy of your memorandum.

Very truly yours,

Hm Williamson
Rr

RECEIVED
DEC 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 17 1963
FOR FILING

FORM E-30 9ON 11-61 40830

I-5-6(11)301
6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 11, 1963

SUBJECT: Contract Letting
East Marquam Interchange
Portland

To: Tom Edwards
Ass't. Highway Engineer
B U I L D I N G

At a program meeting this date a question was raised as to why the illumination was not included in the scheduled letting of the East Marquam Interchange job.

The illumination on the bridge, end ramps, interchange, etc., is a rather chopped up thing insofar as illumination is concerned. It is our present intent to set up a separate illumination contract which would cover West Marquam Interchange, Marquam Bridge and East Marquam Interchange. We have included on the individual jobs any necessary conduit, anchor bolts, etc., involving structures.

Copy to Traffic
12-17-63

F. B. Crandall
Traffic Engineer

FBC:njc/sm

I do not approve this.
Get in job for ramp
Constr.

noted
Edwards

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OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 13 1963

FOR FILING

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yellow

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1963

SUBJECT: East Marquam Bridge Approach

To:

MEMO TO THE FILE

A meeting was held relative to right-of-way across the Portland Traction Company yards by the east approach to the Marquam Bridge with Southern Pacific Company representatives and members of the Highway Department. Present for the Southern Pacific Company were Mr. Kruttschnitt of the Chief Engineer's office and Mr. Rex Shaffer, appraiser from the San Francisco office, and Mr. Kendrew from the Portland office. For the Highway Department Mr. Stephenson, Mr. Merchant, Mr. Wright, Mr. Moehring, Mr. Litchfield, and Mr. Paxson attended. Mr. Roy Tokerud of the BPR attended a part of the meeting.

Mr. Kruttschnitt opened the discussion by saying that the scheme of overbuilding the existing building as proposed in Mr. Paxson's letter of October 17, 1963, was not acceptable to the railroad companies. The interference to railroad operation and to the use of the buildings because of the columns of the structure and the limitation of use of the buildings required by the rules governing such use on the Interstate Highway System precluded any consideration of this scheme. Preliminary estimates of $40,000 per year added operation costs because of additional operating crewmen were given. Also the present lessees of the buildings would probably re-establish themselves in other locations and a loss of $250,000 in freight revenues would result. The Highway representatives did not, at this time, question the figures but asked that they be given the substantiating data so that it could be presented to the BPR. Under Alternate A, as set forth in the October 17 letter, these additional operating costs would not be incurred and it is anticipated that the present tenants would remain in the relocated buildings.

Under Alternate A, the railroad can use the area of the easement for parking purposes and/or railroad or vehicular roadway provided the columns are protected. Clearances for railroad tracks to conform to Oregon P.U.C. standards and the columns are to be protected by curbs and/or guardrail so that no vehicle can get closer than three feet from a column.

Mr. Kruttschnitt agreed to furnish the State with supporting figures and narrative relative to the additional operating costs and anticipated freight revenue loss under the overbuilding scheme, Alternate B in October 17 letter.

The railroad companies are anxious to retain all rights of use of the easement area possible. They suggested that the same general form of agreement used on the Banfield Interchange agreement be used. This says, in effect, that the railroad may not use the area in any manner not consistent with the highway use. Because of the BPR rules now in effect, the State is sure that use restrictions must be set forth in detail in the agreement.

The October 17 letter, under Alternate A, prohibited the use of the easement area for anything other than railroad, vehicular, and pedestrian crossings. The cost of the easement is to be computed on this basis and also on a basis that would permit further development in the use and construction of future buildings under the restrictions of the BPR rules governing air rights.

Mr. Kruttschnitt agreed to furnish the State with figures supporting the additional operating costs and anticipated revenue loss. He also agreed to furnish the State with estimates of the cost of track changes under both alternates. Upon receipt of these estimates, Mr. Wright is to appraise the damages to the railroad by the project and make an offer to the railroad for the easement.

G. S. Paxson
(Retired) Deputy State Highway Engineer

GSP:bbc

cc: T. H. Kruttschnitt, Jr.
A. W. Kilborne
Forrest Cooper
R. L. Porter
Lloyd P. Shaw
Ivan D. Merchant
W. T. Wright
T. W. Litchfield
Fred Klaboe

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DEC 9 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5 (Cont.)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 4, 1963

File No. 28591 - PGE
and No. 28365 - Portland
Traction Company
E. Marquam Interchange

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

The progress of preliminary discussions with PGE and the Portland Traction Company relative to our over-building of their facilities with the east approaches to the Marquam Bridge has been disappointingly slow.

It is becoming clear to me, as the discussions unfold, and cost estimates are in the process of preparation, that we may be faced with heavy monetary demands based upon disruptions of normal service and extra operating costs. These are operations in which we have no experience, nor are our fee appraisers better qualified to evaluate such demands.

I believe that it would be desirable to hire a consultant who might be competent to make an independent evaluation of the after situation. Our first thought is Ebasco Services because of their background in utility engineering.

This letter will ask your authority to enter into negotiations and procure the services of an independent consultant, if such services are available from a consultant who would have no conflicting interest in either of the utilities.

Very truly yours,

L. I. LINDAS
Chief Counsel

NOTED
LLOYD P. SHAW

By

Walter T. Wright
Right of Way Engineer

WTW:SM
cc: Lloyd P. Shaw
L. H. Young
L. I. Lindas
Carl Smith

RECEIVED
DEC 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 18 1963
FOR FILING

I-5-6(41)3.1
6-76

October 17, 1963

Southern Pacific Company
65 Market Street
San Francisco, California

Attention: Mr. Krutschnitt

Gentlemen:

Re: East Marquam Bridge

Your office is now reviewing the estimates of cost for easements across railroad property for the east approach to the Marquam Bridge in Portland. These estimates include the crossing of the Portland Traction Company yards and the Southern Pacific Company tracks and property in that area. The estimates are made under two alternates as detailed in the attached memo by A. A. Bear, dated September 9, 1963, of a conference held in the Portland Traction Company office on September 6, 1963.

Alternate A

Under this alternate, all railroad facilities, except such railroad tracks and appurtenances and such vehicular roadways that do not interfere with the position of footings and columns of the highway structure, are to be removed and relocated as shown on the plans for this alternate. The schedule of operations under this alternate is, in general, as detailed in the attached copy of Mr. Kinloe's letter to Mr. Adams and Mr. Kendrew, dated May 24, 1963. The easement granted is to cover railroad property bounded by lines 15 feet outside the outside edges of the structure. The easement will restrict any use by the railroad of the easement area as follows:

1. No buildings or other facilities, other than railroad tracks or vehicular or pedestrian roads, and appurtenances, are to be constructed within the easement area.

2. The center line of any railroad track shall not be located closer than 12 feet from the nearest face or corner of any column.

3. The edge of any traveled vehicular roadway shall not be closer to 12 feet from any column.

4. No storage or disposal of any material will be permitted on the easement area.

5. No access to the roadway of the highway will be permitted from the easement area or from adjoining property.

6. The State shall have reasonable access to the easement area for the inspection or repair and maintenance of the highway facility.

Alternate B

Under this alternate, the easement area will be the same as for Alternate A. The buildings now in place within the easement area and the existing railroad tracks, with revisions as shown on the plans for this alternate, will remain in place. The use, maintenance, and repair of any buildings now in place on the easement area, and any future use of the area by the railroad shall be subject to the following restrictions:

1. No part of any building or other structure shall extend above a plane which is 8 feet below the underside of the highway structure.

2. No construction shall be permitted above the highway structure.

3. Buildings shall be fireproofed in conformance with the applicable code of the City of Portland.

4. Buildings shall not be used for the manufacture of inflammable material or for the storage of such materials or other purposes deemed by the State or the Bureau of Public Roads to be a potential fire or other hazard to the highway structure or traffic thereon.

5. The operation and maintenance of any facility within the easement area shall be subject to regulation by the State to protect against fire or other hazard impairing the use, safety, and appearance of the highway structure. The State shall have the right of reasonable inspection of any facility within the easement area.

6. The occupancy and use of the facilities shall not be such as will permit hazardous or unreasonably objectionable smoke, fumes, vapor or odors to rise above the grade line of the highway.

7. No signs, displays or devices, except those indicating ownership and type of activity being conducted in the facility, shall be erected or maintained on the easement area.

8. No additional buildings shall be constructed in the easement area without permission of the State and Bureau of Public Roads and any such construction so authorized shall be in accordance with plans and specifications approved by the State and Bureau of Public Roads.

9. No change from the uses presently being made of the buildings and facilities within the easement area shall be permitted without approval of the State.

10. No access to the roadway of the highway will be permitted from the easement area or from adjoining property.

11. The State shall have reasonable access to the easement area for repair and maintenance of the highway facility.

At a meeting between Mr. Krettschmitt and myself in the San Francisco Office of the Southern Pacific Company on October 9, 1963, some difference in the understanding of the conditions under which the alternate estimates were being prepared was evident. The purpose of this letter is to clarify these matters.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer
(Retired)

GSPrhlb
Attach.

cc A. M. Kilburn
bc Forrest Cooper
R. L. Porter
L. P. Shaw
I. D. Merchant
W. T. Wright
T. W. Litchfield
Fred Klaboe

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SEP 16 1963
FOR FILING
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6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 12, 1963

To: Mr. F. B. Klaboe
Metropolitan Engineer
Portland 13, Oregon

SUBJECT: Permit for the Placing of a Fill
Willamette River immediately southerly
of the Hawthorne Bridge
Marquam Bridge Section

137

Herewith, four copies of a permit from the Corps of Engineers for the placing of a fill in the Willamette River immediately southerly of the Hawthorne Bridge. This permit is issued in connection with the construction of the east approaches to the Marquam Bridge.

Your attention is drawn to condition (i) of the permit which states that the Army Engineer shall be notified in writing of the commencement, suspension, resumption, and completion of the work in this area.

Should you desire additional copies of this permit, we will be happy to furnish them.

F. D. Morgan
Construction Engineer

by Edwin A Pease

Edwin A. Pease
Construction Office Engineer

NOTED
LLOYD P. SHAW

EAP:db
Attach.
cc: Lloyd P. Shaw
Ivan D. Merchant
A. D. Olson
T. W. Litchfield

RECEIVED
SEP 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1963

FOR FILING

I-5-6(41)301

6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 9, 1963

SUBJECT: Meeting With Portland Traction Co.
East Marquam Bridge

To: MEMO TO THE FILES

301

The following people were present at the above subject meeting.

Portland Traction Company:	Adams Meeker Schalf
Southern Pacific:	Kilborne Koberstein Norby
Union Pacific:	Baker Didier
State Highway Department	Paxson Marchant Wright Moehring Litchfield Neer

Mr. Paxson explained to the group that in order for us to get our East Marquam Project under way it was necessary that we show the Bureau of Public Roads that proposed construction procedures are the most economical. In order to do this we must have estimates of reconstruction costs for either over-building the Portland Traction Company or shifting the location of various buildings.

The reconstruction costs to be prepared by the Railroads will be presented in 4 packages.

A

1. Cost of rebuilding operating property if warehouses are moved.

2. Damage to Traction Company operation if warehouses are moved.

NOTED
G. S. PAXSON

B

3. Cost of rebuilding operating property if warehouses remain in present location.

4. Damage to Traction Company operation if warehouses remain in present location.

The rebuilding cost includes the cost of revised trackage, etc., and the damage item includes cost of easements, inconvenience to tenants, and illumination costs to eliminate shadows, size of crew necessary in freight yards, efficiency of crew, and any other items incidental to the operation of the railroad.

In addition to these items, five items are necessary in order that we can complete our estimate for the cost of relocating the buildings. These five items in detail will become a part of the overall cost of relocating and are listed as follows:

1. Cost of building service tracks to P and A Shippers and Pioneer Carloading Company Buildings.

2. Cost of building service tracks to Flynn Forwarding Company building.

3. Cost of the new Portland Traction Company office building.

4. Purchase or cost of moving Portland Traction Company's carpenter shop.

5. Cost of cutting off and reconstructing the locomotive repair shop.

The lighting system under the structure to eliminate shadows in the switchyards was proposed by the Traction Company. They will present to us a lighting plan. And the Highway Department will design and make the installation. The Traction Company will be required to assume the maintenance of the lighting system and to assume the energy cost to the lighting system.

Alfred A. Rear
Assistant Metropolitan Engineer

AAR/mw

cc: Mr. G. S. Paxson
Mr. Ivan D. Merchant

RECEIVED
SEP 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 1963
FOR FILING

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

I-5-6(41)301
6576
1371

NPPOP-NA-1.4
1507-29 (Willamette R.-Fills)-8

30 August 1963

Oregon State Highway Department
Salem 10, Oregon

Gentlemen:

The attached instrument authorizes the work only in accordance with the approved plans shown on the print attached to and made a part of the authorization. If it is necessary because of unforeseen or altered conditions to deviate materially from the approved plans, revised drawings showing any proposed changes must be submitted to this office in order that they may receive the approval required by law before the work is commenced.

Attention is invited to condition (i) of the instrument, which requires that this office be notified in writing concerning commencement, suspension, resumption, and completion of the work. If it does not conform substantially with the approved plan, the work will be unlawful. It is important, therefore, that the notices be received promptly in this office in order that inspections may be made at appropriate times.

Very truly yours,

T. W. RAGSDALE
Chief, Operations Division

1 Incl
Permit dtd 30 August 1963

NPP FL 84
Apr 60

RECEIVED
SEP 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP - 3 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
LLOYD P. SHAW

original to Barbee
9-5-63

DEPARTMENT OF THE ARMY

NPPOP-NA-1.4 1507-29(Willamette R.-Fills)-8

NOTE.—It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining *State assent* to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE FEDERAL GOVERNMENT SO FAR AS CONCERNS THE PUBLIC RIGHTS OF NAVIGATION. (See *Cummings* v. *Chicago*, 188 U. S., 410.)

16—18108-6

PERMIT

Portland District, Corps of Engineers.
628 Pittock Block, Portland 5, Oregon.
30 August, 1963

Oregon State Highway Department
Salem 10, Oregon

Gentlemen:

Referring to written request dated 21 June 1963,

I have to inform you that, upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army,

to construct a fill riverward of harbor line,
(Here describe the proposed structure or work.)

in Willamette River, Mile 13.2,
(Here to be named the river, harbor, or waterway concerned.)

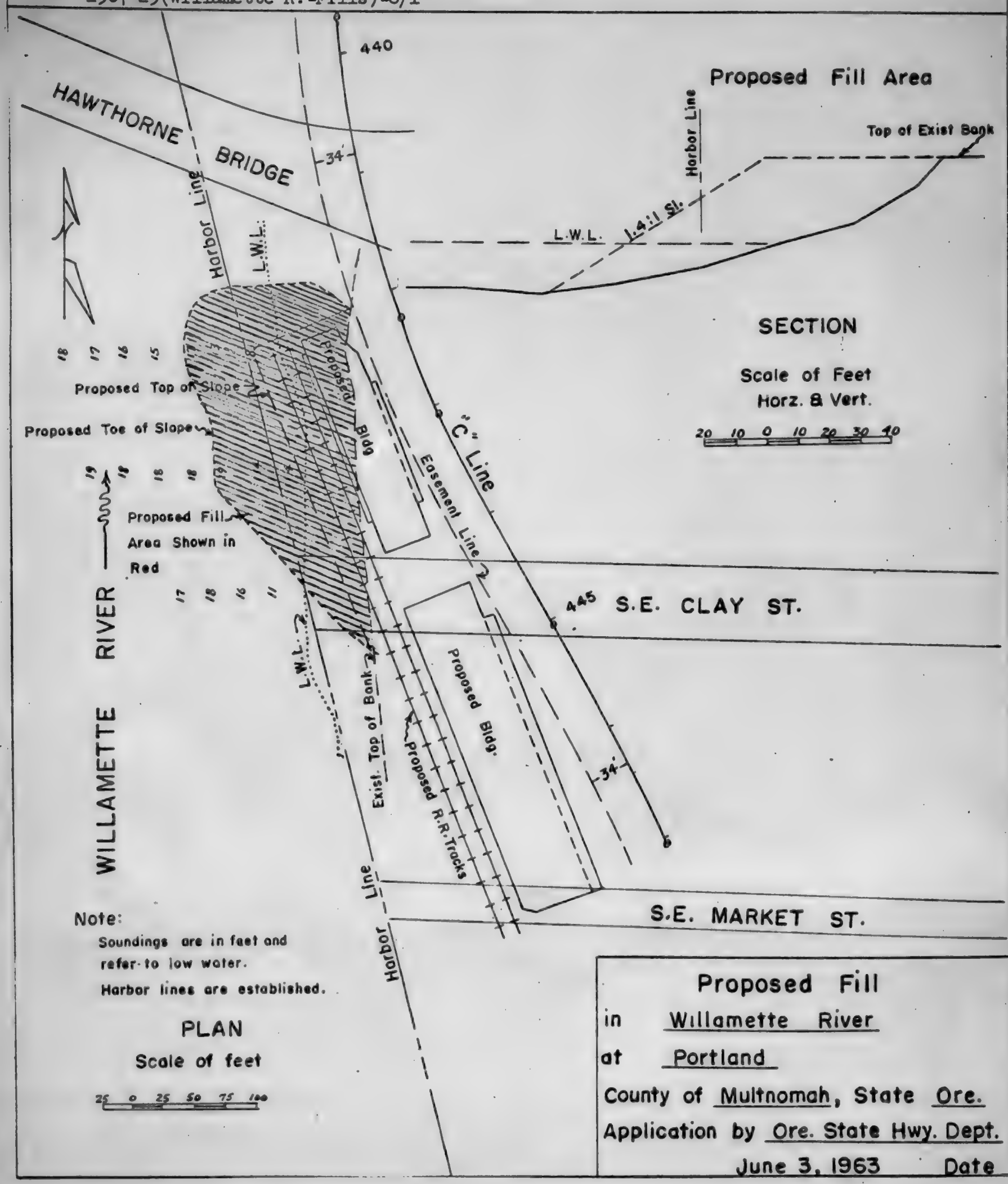
at Portland, Oregon,
(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and ~~tenths~~ from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans shown on the drawing attached hereto marked:
(Or drawings; give file number or other definite identification marks.)

"1507-29(Willamette R.-Fills)-8/1",

subject to the following conditions:

1507-29(Willamette R.-Fills)-8/1



Note:
Soundings are in feet and refer to low water.
Harbor lines are established.

Proposed Fill
in Willamette River
at Portland
County of Multnomah, State Ore.
Application by Ore. State Hwy. Dept.
June 3, 1963 Date

(*a*) That the work shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the locality, who may temporarily suspend the work at any time, if in his judgment the interests of navigation so require.

(*b*) That any material dredged in the prosecution of the work herein authorized shall be removed evenly and no large refuse piles, ridges across the bed of the waterway, or deep holes that may have a tendency to cause injury to navigable channels or to the banks of the waterway shall be left. If any pipe, wire, or cable hereby authorized is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the back filling shall be so done as not to increase the cost of future dredging for navigation. Any material to be deposited or dumped under this authorization, either in the waterway or on shore above high-water mark, shall be deposited or dumped at the locality shown on the drawing hereto attached, and, if so prescribed thereon, within or behind a good and substantial bulkhead or bulkheads, such as will prevent escape of the material in the waterway. If the material is to be deposited in the harbor of New York, or in its adjacent or tributary waters, or in Long Island Sound, a permit therefor must be previously obtained from the Supervisor of New York Harbor, New York City.

(*c*) That there shall be no unreasonable interference with navigation by the work herein authorized.

(*d*) That if inspections or any other operations by the United States are necessary in the interest of navigation, all expenses connected therewith shall be borne by the permittee.

(*e*) That no attempt shall be made by the permittee or the owner to forbid the full and free use by the public of all navigable waters at or adjacent to the work or structure.

(*f*) That if future operations by the United States require an alteration in the position of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army, it shall cause unreasonable obstruction to the free navigation of said water, the owner will be required upon due notice from the Secretary of the Army, to remove or alter the structural work or obstructions caused thereby without expense to the United States, so as to render navigation reasonably free, easy, and unobstructed; and if, upon the expiration or revocation of this permit, the structure, fill, excavation, or other modification of the watercourse hereby authorized shall not be completed, the owners shall, without expense to the United States, and to such extent and in such time and manner as the Secretary of the Army may require, remove all or any portion of the uncompleted structure or fill and restore to its former condition the navigable capacity of the watercourse. No claim shall be made against the United States on account of any such removal or alteration.

(*g*) That the United States shall in no case be liable for any damage or injury to the structure or work herein authorized which may be caused by or result from future operations undertaken by the Government for the conservation or improvement of navigation, or for other purposes, and no claim or right to compensation shall accrue from any such damage.

(*h*) That if the display of lights and signals on any work hereby authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the U. S. Coast Guard, shall be installed and maintained by and at the expense of the owner.

(*i*) That the permittee shall notify the said district engineer at what time the work will be commenced, and as far in advance of the time of commencement as the said district engineer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

(*j*) That if the structure or work herein authorized is not completed on or before ..... the 31st ..... day of ..... December ....., 19 66, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

By authority of the Secretary of the Army:

STERLING K. EISIMINGER
Colonel, Corps of Engineers
District Engineer

BY T. W. RAGSDALE
Chief, Operations Division

ENG FORM 1721 (Civil) 1 SEP 48 This form supersedes ED Form 96, dated 1 Apr 48, which may be used until exhausted.
EM 1145-2-803

U. S. GOVERNMENT PRINTING OFFICE 16—13168-8

RECEIVED
AUG 27 1963
FOR FILING
I-5-6(11)3.1
6-76

August 26, 1963

1371

U. S. Army Engineer District, Portland
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Your: RE.NPPOP-NA-1.4
1507-29(Willamette R.-fills)-8

Gentlemen:

Re: Proposed Fill in Willamette River at M. P. 13.2

Your letter of July 24 enclosed a copy of a letter from the Portland General Electric Company stating objections to the requested fill riverward of the harbor line on the east bank of the Willamette River at M.P. 13.2.

A conference with Portland General Electric Company officials was recommended to clarify or modify the objections. Such a meeting was held on Friday, August 9, between officials of the Portland General Electric Company and the Oregon State Highway Department.

The first objection by the Portland General Electric Company was to the encroachment of the fill beyond the existing harbor line. Portland General Electric Company officials stated that their objection was a matter of policy in that they did not believe any fill should project beyond the harbor line. They do not intend to oppose the granting of a permit for this fill and, as far as the Portland General Electric Company is concerned, their objection will not be carried further in any manner.

It is believed that an explanation for the necessity of the fill is in order. The National System of Interstate and Defense Highways is now being constructed with approximately 92 per cent of the cost of the system in Oregon financed by the Federal Government through the Bureau of Public Roads and the remaining eight per cent by the State of Oregon. The Oregon State Highway Department is in the process of completing the Interstate Highway System I-5 through the City of Portland. The East Marquam approach to the river bridge is a complex of elevated roadways over the Portland General Electric properties and properties of the Portland Traction Company.

In the vicinity of S. E. Market and S. E. Clay Streets, three buildings owned by the Portland Traction Company are in the right-of-way area for the proposed elevated roadways. At the present time, negotiations are under way with the Portland Traction Company for the demolition of its two-story office building and attached warehouse and reconstruction in other locations. The other two buildings under this plan of construction must be moved with the only location possible being the area indicated on the sketch map sent you requesting permission for the proposed fill on the east river bank. It would be extremely expensive to locate these buildings and their servicing railroad tracks on piling. Before preparing the sketch, dated June 3, requesting permission for the fill riverward from the harbor line, the Highway Department made an examination of the site and was of the opinion that the fill riverward from the harbor line would not be an obstruction of any consequence because of the proposed use landward from the harbor line of the adjoining property.

The second objection from the Portland General Electric Company was the reduction in cross-sectional stream area because of the proposed fill. It was pointed out to officials of the Portland General Electric Company that the controlling section for river flow was downstream and that the proposed fill would have no effect whatever on any high water or river flow of the Willamette River. Portland General Electric Company officials conceded that this point was a true statement of the facts in the case.

On August 12, 1963, the Port of Portland Commission approved the placing of the fill in the river subject to a permit from the Corps of Engineers.

Because of the conditions stated above, the Oregon State Highway Department requests favorable action on the request for the proposed fill.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. Forrest Cooper
Mr. Ivan D. Merchant
Mr. Fred Klaboe

IDM:mm er

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

PLEASE RETURN TO
P.M. STEPHENSON
FOR FILING

NPPOP-NA-1.4
1507-29(Willamette R.-Fills)-8

24 July 1963

Oregon State Highway Department
Salem 10, Oregon

ATTENTION: Mr. P. M. Stephenson, Asst. State Highway Engineer

Gentlemen:

Inclosed is a copy of a letter of objection to your proposed fill riverward of the harbor line in Willamette River at Mile 13.2.

It is not the policy of this office to authorize such work until the objection has been removed. Perhaps a conference with the company may clarify the problem.

Action on your application for the fill will be deferred until the problem is resolved.

Sincerely yours,

T. W. RAGSDALE
Chief, Operations Division

Incl
Copy of letter

Copy for Final Plan

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 2 - 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JUL 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 26 1963
OREGON
STATE HIGHWAY COMMISSION

PORTLAND GENERAL ELECTRIC COMPANY
ELECTRIC BUILDING
PORTLAND 5, OREGON

O. C. WALSH
VICE PRESIDENT

July 23, 1963

District Engineer
U. S. Army Engineer District, Portland
628 Pittock Block
Portland, Oregon

Dear Sir,

The following comments are submitted with reference to your Public Notice dated 9 July 1963, regarding the request of the Oregon State Highway Department for a permit to construct a fill riverward of the established harbor line on the right bank of the Willamette River at Mile 13.2 at Portland, Oregon.

A. It is felt that any encroachment into the river beyond established harbor lines should be discouraged and other means of construction required so that encroachment can be avoided.

B. The fill proposed is immediately downstream from our Station L steam plant. The fill proposed reduces the river cross section at both low and high flows. In the latter case, flood heights on our property may be increased thus causing damages. A substitute for fill that will not restrict flood flows is recommended.

Sincerely,

O. C. Walsh

copy for Fred Klaber.

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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I-5-c(4)201

6-16

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
August 12, 1963

SUBJECT: East Marquam Interchange Section

TO: MEMO TO THE FILES

Resident Engineer Sturmer and I met with the following people:

Phil Adams	Portland Traction Company
Fred Meaker	Portland Traction Company
Wally Norby	Southern Pacific Railroad
T. W. Miser	Union Pacific Railroad

I brought them up to date on the status of the work proposed in order to relocate their facilities to make way for the East Marquam Interchange. I requested information from them as to whether or not the warehouses occupied by P & A Shippers, Pioneer Carloading and Flynn Forwarding was operating property or non-operating property. I was informed that the trackage into the warehouse area is operating property and also that the Portland Traction office building is operating property. The buildings themselves are in sort of a gray area inasmuch as they are not operating when occupied by leasers. However, they would become operating property if operated by the railroad companies themselves. For practical purposes it would appear that we would have to consider the entire area as operating property.

I also requested that the railroad supply us with an estimate of the cost to them if we were to overbuild their facilities in their existing position. Naturally, there are a number of intangibles involved in such a plan, but the consensus of opinion was that they could arrive at a figure which would justify moving the buildings. They will immediately begin work on this phase and advise us in the near future.

The representatives of the railroads also told us that they felt that overbuilding their facility would be out of the question as they would lose the existing occupants. They feel that even if new occupants were acquired, they would not be nearly as good as the existing ones.

We also requested that the railroads provide us with an estimate of the cost of building the proposed new office building, of remodeling the locomotive repair shop, of moving the locomotive repair shop and the carpenter shop and of moving all the tracks involved in rebuilding their yard and in serving the relocated warehouses. They are working on this, but at a very slow rate, partially due to the absence of Mr. Kendrew, who has been ill.

Original Approved by F. B. Klabee

F. B. Klabee
Metropolitan Engineer

FBK:nb

cc: Mr. Lloyd P. Shaw
Mr. W. T. Wright
Mr. F. D. Morgan
Mr. L. I. Lindas
Mr. Dale Sturzer

AUG 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 12 1963
FOR FILING

FORM E-30X—50M—10-62 46023

I-5-6(41)2d
4-076

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
August 7, 1963

SUBJECT: East Marquam Interchange

To: MEMO TO THE FILES

Mr. Sturmer and I met with Mr. Merchant, Mr. Wright, Mr. Moerhing and Mr. Litchfield in Mr. Merchant's office August 6 to orient the work being done on the East Marquam Interchange. Specifically we refer to the problem areas in the ownerships of the Portland General Electric Company and the Portland Traction Company. We reviewed the entire situation to date, and it was determined that we should immediately prepare a composite estimate for the total cost of moving the Portland Traction Company buildings. This composite estimate would be made up of combined estimates which have been made by the Bridge Division for the actual moving of the buildings and from information to be supplied by the Right of Way Division for the cost of acquiring the needed new right of way, and from the information we have assembled here for the cost of doing all the remainder of the work. The estimate should reflect only those costs that are necessary as part of the moving program, and it should not contain any costs that could be in any way assigned to the permanent structure construction. I am also to see Fred Fowler and to advise him of our needs in the Union Avenue Structure area for the relocation of the Flynn Forwarding building. I should also apprise Mr. Fowler of our intended street closures in the area of the new locations for the Pioneer Carloading and P & A Shippers.

I was also instructed to contact Mr. Kendrew and Mr. Adams of the railroad, and advise them that we needed an estimate from them of the damage that would occur to their buildings if they were left in the existing position. After I receive this information, I should combine it with the information that has been supplied by Mr. Merchant relative to the cost of increasing the span lengths, et cetera, in order to overbuild the buildings. In other words, it is necessary to come up with a complete estimate of the cost of overbuilding the buildings and compare this with an estimate of the complete costs of relocating the buildings. This will eventually be presented to the Bureau as justification for one of the alternates. In the meantime,

NOTED
LLOYD F. SHAW

Mr. Wright has all the information that he needs now to finalize a deal with Portland General Electric Company, and will carry through with that end of the deal. Mr. Wright will also proceed as soon as possible to get the Holman Transfer building, now owned by the State, sold and removed from the premises. Probably this will end up with them just removing the salvagable portions of the building and leaving the walls and concrete appurtenances for our contractor to remove at a later time. Incidentally, this building should not be included in the cost of relocating the Portland Traction buildings, as it must come out when we build the permanent structure anyway.

I am also to get an appointment with General Walsh of Portland General Electric Company to discuss the problems that he thinks may occur if we fill into the Willamette River for the relocated P & A Shippers and Pioneer Carloading buildings.

Original Approved by F. B. Klaboe

F. B. Klaboe
Metropolitan Engineer

FBK:sb

cc: Mr. Lloyd P. Shaw
Mr. Ivan D. Merchant
Mr. Walter T. Wright
Mr. F. D. Morgan
Mr. Dale Sturmer

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

I-5-6(41)-1

6516

477 Cottage St. N.E.
Salem, Oregon

July 9, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
08-35.6 Salem, Oregon

Oregon Project I-5-6(41)301
East Marquam Interchange, Eastbank Freeway, Portland

Please refer to Mr. Porter's letter of April 17, 1963 and our letter to you dated May 31, 1963 concerning the overbuilding of P.G.E. buildings.

We have now been advised by our Washington office that the preliminary structure plans for Ramps C and D of the East Marquam Interchange have been approved. Your proposal to overbuild the three P.G.E. buildings and use a horizontal fire wall over the Garage is approved subject to the substantiation of anticipated savings as outlined in our letter to you dated May 31, 1963.

original To Klabo
cc Morgan
Young
7-11-63

NOTED
LLOYD P. SHAW

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JUL 3 1963

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
July 1, 1963

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem, Oregon

SUBJECT: Relocation of the Flynn Forwarding Company Warehouse
East Marquam Interchange Section

Heretofore, the final location of the relocated Flynn Forwarding Company Warehouse has been slightly in doubt. We have negotiated with the Southern Pacific and the Portland Traction Companies and now have a firm location for this building. The proposed location, in the northeast quadrant of the intersection of S. E. Sherman and S. E. Fourth Streets, is shown on a copy of the enclosed map. The tracks to serve this proposed warehouse relocation and the warehouse location itself has been staked in the field and has been examined and found satisfactory by Mr. Kendrew of the Southern Pacific Company.

I enclose also a copy of Mr. Sturmer's letter to me, explaining the problems involved with this relocation plan. You will note, that in order to provide the proposed location, we will have to acquire certain portions of property now owned by the City of Portland and deed most of this property to the railroad. We would also have to give the railroad an easement underneath the existing Union Avenue Structure and another easement on the west side of Grand Avenue.

We do not recommend vacation of any streets in the vicinity of this new location as suggested by the Southern Pacific Company.

We are now working on the areas that will be involved in the transaction with the railroad and will forward this information in about a week. We will break the areas down into three catagories:

1. The easement area that the State will acquire from the railroad.

2. The area that the State will deed to the railroad in the vicinity of the new Flynn Forwarding Company Warehouse location and in the vicinity of the new Pioneer Carloading Company location.

NOTED
W.O.V.D.P. CHAN.

3. The area that the State will grant easement to the railroad in the vicinity of the Union Avenue Structure and Grand Avenue and also through the Portland General Electric Company property.

We have also received a rough copy of the railroad's proposal for their relocated yard. We are having this copy reworked on a larger scale map and will also forward the approximate amount of track footage that will have to be removed from the existing yard and the approximate amount of track footage that will have to be built in the new location.

After we have forwarded this information, we believe that it will be in order to request another meeting between the railroad companies and the State to see if we can establish a bais for an agreement.

F B Klaboe

F. B. Klaboe
Metropolitan Engineer

FBK/cp

Enc.

CC: Frank D. Morgan
Lloyd P. Shaw
L. I. Lindas
Walter T. Wright
Dale E. Sturmer

NOTED
LLOYD P. SHAW

RECEIVED
JUN 5 - 1963
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

DATE: May 31, 1963

I-5-6(41)=-1
6576

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301
East Bank Freeway, East Marquam Interchange, Portland

Please refer to Deputy State Highway Engineer R. L. Porter's letter of April 17, 1963 concerning the State's proposal to overbuild the improvements of Portland General Electric Company.

We have contacted our Washington office, and they indicate that your proposal to acquire an "exclusive easement area", unlimited in vertical dimension with certain reservations in favor of the Portland General Electric Company, is properly prepared and in general is acceptable for the Administrator's action. The only exception, or major consideration, remaining is the substantiation of the anticipated savings. Such savings must be substantial and supported by market value appraisals. It is our understanding that your current negotiations with Portland General Electric Company will not be carried forward to the point of acquiring right-of-way or making a commitment to do so, based on overbuilding, until you are able to submit for the Administrator's approval the additional information covering the anticipated savings.

As you know, Public Roads encourages rather than discourages full economic use of airspace over or under the Interstate System. In an effort to further such a policy, an instructional memorandum regarding acquisition of right-of-way in limited vertical dimension or in unlimited easements is now being prepared. One of the suggested methods of acquiring right-of-way in the instructional memorandum follows the procedure proposed by the State. The alternate method is to acquire right-of-way in limited vertical dimension so as to exclude the area above and/or below the highway from the right-of-way taken, except for such space below the structure as is needed for the construction, maintenance, and reconstruction of footings, piers and other supporting structures. The right-of-way acquired in limited or unlimited vertical dimension shall be such that the space excluded from the taking, or in which an easement is reserved, will not

extend above a horizontal plane which is at least eight feet below the underside of an elevated structure or, except where necessary for footings, columns, foundations, and other support structures, below a horizontal plane which is at least 16 feet 4 inches above the gradeline, such planes extending the entire width of the right-of-way.

We have not as yet received an expression of opinion from our Washington office concerning the State's proposal to construct a horizontal fire wall sheathed with incombustible materials as indicated on your Exhibit A, nor have we received approval of the structural plans covering the general layout of the interchange. We have contacted our Washington office requesting their early review of these plans.

RECEIVED
JUN 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

extend above a horizontal plane which is at least eight feet below the underside of an elevated structure or, except where necessary for footings, columns, foundations, and other support structures, below a horizontal plane which is at least 16 feet 4 inches above tne gradeline, such planes extending the entire width of the right-of-way.

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JUN 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 28 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 24, 1963

Mr. P. A. Adams
Superintendent
Portland Traction Company
1635 S. E. Water Avenue
Portland, Oregon

Mr. E. A. Kendrew
Assistant Engineer
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Messrs. Adams and Kendrew:

Reference is made to the problems involved with relocating the facilities of the Portland Traction Company to clear the right of way for the East Marquam Interchange structures.

During the meeting held in your office on May 20, 1963, a possible operational scheme was worked out. Naturally, this scheme would have to be justified and approved by your companies, the State and the Bureau of Public Roads before it could be implemented. The steps involved are enumerated below.

1. At this meeting you proposed a new permanent office building for the Portland Traction Company headquarters. The building would be 36 x 60 feet, one story high and would cost an estimated $17 a square foot, for a total of about $37,000. It would be one of the Armco prefab buildings. You propose that it would be constructed entirely under your direction.

If this building were constructed, you would move the Portland Traction Company office force into it and use the existing office building to house the offices of both the Pioneer Carloading Company and the P & A Shippers Company during the difficult phase of moving their buildings while still keeping them in operation. By using the existing Portland Traction office building as proposed, you could combine warehouse space so that no temporary warehouse or other temporary buildings would be necessary. If we did not have this office, some facility, not now existing, would have to be developed to house the office force of these companies.

You also expressed considerable doubt whether we could move this office building while still keeping all communication, sewer, light and water systems in operation and without seriously damaging the building itself. (The Portland Traction building is a two-story concrete building supported by a concrete foundation and a floor slab).

2. During the construction of the office building, we would also be constructing the river fill for the railroad spur track and for the foundation for Pioneer Carloading. About 15,000 cubic yards of material would have to be imported for this fill.

3. During the final stages of the fill construction, it would be necessary to cut off enough of the Locomotive Repair Shop to allow the installation of the proposed spur track through the P.G.E. pole yard. This must be accomplished in such a manner so as to allow Portland Traction to continue using the east side of the Locomotive Repair Shop during the rest of the yard revision work.

4. At this time we would also remove the lean-to on the north end of the carpenter shop.

5. Following that we would have to clear the way for the proposed spur track through the P.G.E. yard.

6. The tracks for the spur to serve Pioneer Carloading and P & A Shippers would next be constructed. A short gap in the spur would be required where the two warehouse buildings occupy the proposed track area.

7. During the spur line work, we would also be constructing the foundation for Pioneer Carloading.

8. Also at this time we would remove the part of the Holman Building now owned by the State.

9. Move Portland Traction Company from the existing Portland Traction building into the new office building.

10. Move the P & A Shippers office force into the existing Portland Traction building.

11. Remove the westerly office room from the P & A Shippers Company building and temporarily store it at a convenient location.

12. Move the Pioneer Carloading office force into the Portland Traction office building and move their warehouse operation into the P & A Shippers Building.

13. Move the Pioneer Carloading Company building. It may be necessary to cut the building into two sections in order to perform the moving job.

14. Connect up the gap in the spur tracks and reactivate the Pioneer Carloading warehouse.

15. Construct the foundation for the P & A Shippers building utilizing as much of the existing foundation and floor as possible.

16. Move warehouse operation of P & A in with Pioneer Carloading.

17. Move the P & A Shippers warehouse and office building and reactivate them in their new position.

18. Move the office force of the Pioneer Carloading and P & A Shippers back into the warehouse buildings.

19. Perform necessary work to fireproof both warehouses according to City code.

20. Construct the new foundation for the Flynn Forwarding building at its new location near the Union Avenue structure. This location has not yet been firmed up, but no other general location is satisfactory.

21. Cut off the Flynn Forwarding Company warehouse from the Portland Traction building and move it to its new location. The office of the Flynn Forwarding Company is now located in the Portland Traction office building and would remain there until we have Flynn Forwarding completely reactivated, including constructing them a new office room.

22. After the Flynn Forwarding office force has been moved to their new office building, destroy the existing Portland Traction Company office building.

23. Remove such tracks as necessary in the original location of the shipping warehouses and office buildings and pave the area.

Minor steps such as moving gasoline pumps and tanks, pole lines, et cetera, will take place concurrently with the master plan listed above.

The matter of who would control the various phases of the operation required was also discussed at some length, and it was suggested that we would handle it as follows.

The spur track to be constructed to serve the Pioneer Carloading and P & A Shippers and its back track to serve Station "L" would be constructed entirely by Portland Traction Company using their own forces.

The construction of the new office building would also be handled by the Portland Traction Company on a contract basis. The work involved in moving the Pioneer Carloading building and P & A Shippers building and the Flynn Forwarding building would be contracted by the State. The revision to the Locomotive Repair Shop building and the carpenter shop building necessary to accommodate the spur track would be handled by the Portland Traction Company. Grading and blacktop work would be handled by the State.

One of the essential ground rules that we will be working under concerns the minimum clearance from the edge of the structure to the closest point of the buildings. It has been established that this figure will be 15 feet.

The matter of moving the team and interchange tracks from under the structure will be handled by the railroad, probably under contract. As yet the Southern Pacific and Portland Traction Company have not evolved a final plan for the relocation of these tracks. Also, rebuilding or moving the Locomotive Repair Shop and the carpenter shop will be handled by the Portland Traction Company in conjunction with this major track relocation.

If you have any corrections to make to the operation outlined above or if you wish to discuss the matter further, please advise immediately.

Very truly yours,

Original Approved by F. B. Klaboe

F. B. Klaboe
Metropolitan Engineer

FBK:sb

cc: Mr. R. L. Porter
Mr. P. M. Stephenson
Mr. Ivan Merchant
Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. Dale Sturmer
Mr. T. W. Litchfield
Mr. Walter T. Wright

RECEIVED
MAY 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 25 1963
FORM E-80X—80M—10-62 46923
FOR FILING

I-5-6(4)-1xx1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
April 18, 1963

SUBJECT: East Marquam Interchange
Fremont Bridge-Baldock Freeway
Prefix: 26-1468

To: Mr. Walter T. Wright
Right of Way Engineer
State Highway Building
Salem, Oregon

I am forwarding herewith a list prepared by Mr. Sturmer, listing individuals from whom he obtained assistance in determining possible treatments to fireproof buildings in the East Marquam area. This list has been prepared and is being forwarded to you in accordance with Mr. Shaw's letter dated April 11, 1963.

A. V. Benedict
Assistant Metropolitan Engineer

AVB/ep

Enc.

CC: Lloyd P. Shaw
Frank D. Morgan

NOTED
LLOYD P. SHAW

RECEIVED
APR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—30M—10-62 40629

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon

April 17, 1963

SUBJECT: Fireproofing
East Marquam Interchange
Prefix 26-1468

To: Mr. F. E. Kleboe
Metropolitan Engineer
O F F I C E

In reply to Mr. Shaw's letter of April 11, 1963, concerning persons from which I obtained information for fireproofing of the buildings under the East Marquam interchange, below are listed the following:

CITY OF PORTLAND

Bureau of Fire

Dale Gilman as Fire Marshall
Dale Gilman as Chief of Fire Bureau
J. H. Riopelle, Fire Marshall

Bureau of Buildings

C. N. Christiansen, Chief, Bureau of Buildings
J. S. Dunnigan, Commercial Plan Examiner
W. S. Johnson, Senior Building Inspector
Capt. Ralph Running, Fire Marshall Office
(Assigned to Bureau of Buildings)

Water Bureau

H. Kenneth Anderson, Chief Engineer
Paul Norseth, Principal Engineer

Oregon Insurance Rating Bureau

A. H. Querin, Chief Engineer
Brady Shoemaker, Surveyor
(Mr. Schoemaker was contacted by Mr. Carl Schneider)

Grinnell Company

J. S. Putnam, Contracting Engineer

Automatic Sprinkler Corp. of America

C. V. Anderson, Contract Representative

M. and M. Sheet Metal Works, Inc.

Alex C. Berg, Superintendent

Jacobs Heating and Air Conditioning (Sheet Metal)

B. J. Jacobs, President

Portland Traction Company

F. A. Adams, Superintendent
John Meeker, Roadmaster

Portland General Electric

Robert Mingle, Underground Conduit Engineer

The following companies, etc., were contacted in regard to costs of moving Portland Traction Company buildings, the cost of bringing them up to City Code where required, and other costs.

Matoe Electric Co., Electric Work

Marion Meneau, Partner

Portland Road and Driveway, Commerical Driveways

"Bud" Kuffner

Grasle and Co., Electrical Work

Lebeck and Son, Moving of Buildings (contacted by R/W Dept.)

Einard W. Lebeck, Jr., President

Armco Drainage and Metal Products, Inc.

Fred A. Snyder Roofing and Sheet Metal Corp.

Fred A. Snyder

J. A. Wiley Flooring Co.

Mr. Rickles

Dry Wall Construction, Inc., Gypsum Sheathing

Charles Johnson

Anderson-Westfall Co., Inc., Contractors

F. H. Monson Co., Contractors

W. C. Sivers Co., Contractors

Butler Marion Co., Fire Doors

Southern Pacific Company

E. A. Kendrew, Assistant Division Engineer

Oregon State Highway, Bridge Dept.

Hannan Brothers Co., Contractors.

Dale E. Sturmer

Dale E. Sturmer
Locating Engineer

DES:bl

RECEIVED
APR 11 1963
FOR FILING

Salem, Oregon
April 11, 1963

Fireproofing
East Marquam Interchange

Mr. F. B. Klaboe
Metropolitan Engineer
Portland

Please have Mr. Sturmer provide a list of people from whom he obtained assistance in determining what treatment might be used to fireproof buildings in the East Marquam area. My recollection is that it included persons from the Fire Department, Fire Marshall's office, supply companies, etc.

Mr. Wright needs this information, and it should be directed to him with a copy to this office.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

RECEIVED
APR 19 1963

FOR FILING

I 5-4(41)201

L5K

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
April 17, 1963

SUBJECT: E. Marquam Interchange

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem 10, Oregon

On Friday, April 12, 1963, I met with Messrs. Fowler and Rosenthal of the City of Portland, at which time I requested that the City allow the State to construct "C" line footing and column number C-8 entirely within the right of way of S. W. Sheridan Street.

The City Engineering Department has surveyed this street and S. W. Moody for a proposed roadway betterment project. A copy of their proposal is enclosed. The project that is proposed would be financed by an assessment against the adjoining property owners. As yet the plans have not been approved by the City Engineer or the Council. The owners involved have also not had opportunity to remonstrate against the assessment.

When these plans were prepared, the City had no detailed knowledge of our proposed work, and could not coordinate their design with ours. You will note that the street design consists of a 40 foot paved surface with a 10 foot valley gutter on either side for a total width of 60 feet. When our plans were shown them, they could immediately see that the valley gutter would not be necessary adjacent to our proposed footing and column location. Therefore, all that would be required would be a 40 foot street between curbs. They will also cooperate to the extent of moving the proposed section southerly enough to miss our column. This will entail the State granting the City rights to use a portion of our right of way in return for them granting us similar rights for the footing.

We are having column C-8 staked in the field so that the City can determine the exact location of the street. However, so that you will be aware of the location of the State owned property that will be needed by the City, it is shown approximately on the enclosed map colored in red. You will note that the City will also have to obtain an easement from the Southern Pacific Railroad Company.

NOTED
LLOYD P. SHAW

Further investigation of other columns and bents in this area discloses that the southerly column of Bent A-6 also conflicts with the City's proposal. It appears to me that this column should be moved a sufficient distance (10'-12') southerly to clear the City's proposed curb.

We expect to have column C-6 accurately staked this week so that we will know exactly where the new City street will lie. Please advise me at an early date what you plan to do about the southerly column of Bent A-6.

Original Approved by F. B. Klaboe

F. B. Klaboe
Metropolitan Engineer

FBK:sb

Enclosure

cc: Mr. L. H. Rosenthal
Mr. Fred T. Fowler
Mr. Lloyd P. Shaw
Mr. P. D. Morgan
Mr. John Graham
Mr. Luther Freeman

RECEIVED
APR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1963
FOR FILING
I-5 c(4)301
6-76

April 17, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Re: East Marquam Interchange
Pacific Highway, I-5

The East Marquam Interchange is a structural complex connecting the East Bank Freeway Section of Interstate Route I-5 to the Marquam Bridge over the Willamette River, the 7th and 8th Street connections, the Pacific Highway East, and the future Mt. Hood Freeway.

The connections to the easterly end of the Marquam Bridge consist of two elevated two-level ramps. These two elevated ramps cross an area owned and operated by the Portland General Electric Company as a maintenance and store yard. In the completion of the project it is necessary to obtain easements from the Portland General Electric Company (P.G.E.) as shown in blue and green on the attached print of Exhibit A, Drawing 18787, attached. Prints of Exhibit B, elevation Drawing 8590-AA, together with a letter, dated April 12, from the Right of Way Engineer to the Bridge Engineer, and copies of a preliminary agreement with P.G.E. and Exhibit C, a preliminary easement agreement, are also attached. The preliminary agreement was prepared prior to a determination as to the amount and nature of fire protection necessary in overbuilding and will require revision.

Preliminary discussion with P.G.E. indicates the Company's desire to maintain existing buildings in their present location and present usage except for the Station L Office Building, which will be moved. A physical description and occupancy usage of the three buildings under the "C" and "D" ramps which the State proposes to overbuild is as follows:

1. P.G.E. Company-Garage 242' x 103'. Concrete frame building, with steel roof trusses, T & G plank roof deck, built-up roofing, frame monitor, walls and monitor steel sash and steel doors. Roof is flat type with slight pitch for drainage. This building is in good condition. Building is used for general maintenance and repair of trucks, automobiles, and associated types of equipment.

2. P.G.E. Company - Radio building. Wood frame with wood siding and built-up roof on flat portion and composition shingles on pitched portion. Contains sending and receiving equipment for P.G.E. communication system. Height of structures requires re-building of microwave tower to greater height.

3. P.G.E. Company - Welding shop. 80' x 46' wood frame and wood roof trusses, with corrugated sheet metal cover. Roof is approximately 1/4 pitch. Building used for maintenance and repair of heavy equipment primarily from Station L.

The Portland City Building Inspector has indicated that no alterations to the buildings would be required because of the ramp construction. The Oregon Insurance Rating Bureau has stated that the construction of the ramps would not change fire insurance premiums.

The elevation of the ramps over the buildings in question is shown on Exhibit B and provides air insulation of 17', 42', and 45' over the highest portion of the P.G.E. Garage, Radio Building, and Welding and Plate Shop, respectively. It is the State's belief that the air insulation provided is adequate for the Radio Building and the Welding and Plate Shop. For these portions of structures over the P.G.E. Garage, the State proposes to construct a horizontal fire wall sheathed with incombustible materials, as indicated schematically on Exhibit A. The proximity of bent columns to the buildings is not considered a hazard as two inches of Class A concrete provide four hours of fire resistance.

On December 14, 1962, a letter with estimates for (1) overbuilding certain buildings in the Portland Traction Company area, and (2) for the removal and re-establishment of these certain buildings and businesses was sent to you. Your letter of December 17, 1962, was in full agreement in the moving and reinstallment of the Portland Traction Company building and businesses. To fully implement this re-establishment of Portland Traction Company items, an agreement with P.G.E. for easement and air rights is necessary. The proposed railroad track easement shown in green on Exhibit A

is necessary to furnish rail facilities to revised location of Portland Traction Company facilities. To obtain easements and estimates of cost from P.G.E. for required utility adjustments and air right damages, the State must have concrete proposals to make.

The State proposes to continue current negotiations with the Portland General Electric Company on the basis of overbuilding the Garage, the Radio Building, and the Welding and Plate Shop. If you concur with this overbuilding as outlined above, will you kindly submit the accompanying material to your higher authorities with your recommendations and advise us of their acceptance or action at the earliest possible time so that cost figures may be prepared by the Portland General Electric Company for this portion of the project for inclusion in overall cost figures of overbuilding the Portland Traction Company and the Portland General Electric Company facilities.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

enclosures
cc Forrest Cooper - P. M. Stephenson
cc Bridge Division - w/enc.
W. T. Wright - w/enc.
Fred Klaboe - w/enc.
F. D. Morgan - w/enc.

IDM:mm mm

FORM E-30X—50M—11-61—40331

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
April 12, 1963

To: Mr. Ivan D. Merchant
Bridge Engineer

O f f ic e

SUBJECT: File No. 28591-Portland
General Electric Company
East Bank Freeway
Pacific Highway
Multnomah County

I forward herewith, for inclusion with your map presentation to Public Roads, our tentative proposed form of Agreement and Easement for the pending transaction with the Portland General Electric Company.

Relative to the Easement form, we will propose to delete Easement No. II on Page 1, if your study shows no need for additional construction easements above and beyond the permanent Easement I.

On Page 3, there is a statement relative to inflammable, volatile or explosive substances. We will propose to add to that statement the specific provision that fuel in tanks of stored vehicles, bulk lubricants, lubricating oils, paints, and paint thinners in the quantities normally stored and used in a repair garage operation will not constitute a violation of the prohibition.

On Page 4, we will propose to amend the word "piers" in line 2 to read "individual columns."

It is possible and probable that further amendments will arise during the course of our discussions and negotiation with PGE prior to our formal submission and request for approval of Public Roads.

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:jjm
Attachments

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
APR 1 PM
AM 7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAR 13 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

March 8, 1963

I-5-6(41)301

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

6-5-16

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Federal-aid Interstate Program

In reference to Mr. Young's February 15, 1963 letter submitting Item 298, Project I-5-6(41)301 for inclusion on the captioned program, our Regional Office has approved this project effective March 5, 1963. This Stage 2, construction phase project is detailed below:

Item	Project	Location	Work
298	I-5-6(41)301	E. Marquam Bridge Approach Spans	One Structure

This program approval is given with the understanding that a satisfactory solution of final location and design problems will be mutually agreeable. Authorization for utility preparatory work is given effective this date.

All work shall conform to the provisions of PPM 30-4 and PPM 20-4 where applicable.

This project comprises a 0.41 mile segment of Interstate highway at a total estimated cost of $3,160,000 of which $2,844,000 is requested of Federal-aid Interstate funds. This action reduces your unprogrammed balance to $14,232,888 according to our records of this date.

original To Young
3-13-63

NOTED
LLOYD P. SHAW

RECEIVED
MAR 7 - 1963

FORM E-30X—50M—10-62 46623

FOR FILING

I-5 6(11)2-1

6526

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
March 4, 1963

SUBJECT: Easement Area for Proposed Trackage
Marquam Bridge
East Bank Freeway
Prefix: 26-1468

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem 10, Oregon

Mr. Al Kilborn of Southern Pacific Railroad Company called on Friday and advised me that they are pressing Portland General Electric Company to change their stand with reference to an easement for railroad tracks through their pole yard. Mr. Kilborn advised further that he had contacted Mr. Delzell and that Delzell stated that he would personally look into the matter during the week of March 4 to 8 and give us further information regarding this study.

F. B. Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK:ca

CC: Mr. F. D. Morgan
Mr. L. P. Shaw
Mr. R. L. Porter
Mr. W. T. Wright

RECEIVED
MAR 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27 1963

FOR FILING

I-5 6(4)201

6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
February 25, 1963

NOTED
R. L PORTER

SUBJECT File No. 28591 - P.G.E.
Eastbank Freeway Section
Pacific Highway
Multnomah County

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem 10, Oregon

On February 15, 1963 Mr. Chester J. Irelan, Manager Claims and Land of the Portland General Electric Company, wrote Mr. Moehring, Assistant Right of Way Engineer, stating that his company did not care to sell the State of Oregon an easement across its property on the east bank of the Willamette River near the Hawthorne Bridge, as shown on State Highway Department Drawing No. 18,599.

You will recall that in our latest meeting with the three railroad companies involved in this area it was decided that the State would contact P.G.E. and attempt to obtain this easement. It was also determined that if the State could not obtain the easement by negotiation, the railroad companies would attempt to prevail on P.G.E. to grant the easement.

In conformance with this understanding, I have contacted Mr. Phil Adams of the Portland Traction Company and advised him of Mr. Irelan's answer to our request. He stated that he would immediately contact the officials of the parent railroad companies and see if there was anything further that could be done which would lead to the acquisition of the easement from P.G.E.

Original Approved by F. B. Klaboe

F. B. Klaboe
Metropolitan Engineer

FBK:sb

cc: Mr. R. L. Porter
Mr. P. M. Stephenson
Mr. L. I. Lindas
Mr. S. N. Mayhew

RECEIVED
FEB 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

R. L. Porter

RECEIVED
FEB 20 1963
FOR FILING

5.6 (41) 2-1
NOTED
R. L. PORTER
6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
February 18, 1963

SUBJECT: File No. 28591 - PGE
East Bank Freeway Section
Pacific Highway
Multnomah County

To: Mr. Ivan D. Merchant
Bridge Engineer

Office

Attached is a copy of a one-sentence, one-paragraph reply to my letter dated February 6, to Mr. Irelan of the Portland General Electric Company.

I requested a figure covering the estimated cost of the easement area as it was shown on Drawing No. 18599. From the tone of Mr. Irelan's reply, I would say that the easement area will not be acquired short of condemnation.

I would suggest a meeting to determine our future course in this matter.

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:jjm

Attachment

cc R. L. Porter
P. M. Stephenson
L. I. Lindas
Fred B. Klaboe
S. N. Mayhew

RECEIVED
FEB 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

28591

RECEIVED
FEB 18 1963
RIGHT OF WAY

PORTLAND GENERAL ELECTRIC COMPANY
ELECTRIC BUILDING
PORTLAND 5, OREGON

CHESTER J. IRELAN

February 15, 1963

D. H. Moehring
Ass't Right of Way Engineer
State Highway Department
Salem 10, Oregon

NOTED
D. H. MOEHRING

Dear Mr. Moehring:

In reply to your letter of February 6, 1963, I wish to inform you that I have been instructed by the management of our company to inform you that Portland General Electric Company does not care to sell to the State of Oregon an easement for a railroad spur track across its property on the east bank of the Willamette River near the Hawthorne Bridge as shown on Drawing #18,599 of the Oregon State Highway Department.

Yours very truly,

Chester J. Irelan
Manager Claims & Land

CJI:sm

RECEIVED
FEB 18 1963
RIGHT OF WAY

RECEIVED
MAR 18 1963
FOR FILING

I-5.c(11)3.1
C5ZC

February 15, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cabbage Bldg. N.E.
Salem, Oregon

Dear Sir:

We are enclosing program data for one project, Ext. Approach Span, Morgan Bridge, Project I-5-5(11)301, to which has been assigned item 370. It is our desire to have the project included in the Federal-Aid Interstate Highway Program.

Your approval of this item will be appreciated for the reason it will permit early preparatory work by the utility companies and give them additional time to prepare necessary plans for adjustment of their facilities required by the structure construction.

Very truly yours,

Norman Cooper
State Highway Engineer

By

L. L. Young
Office Engineer

JJN:mmb
Enc.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21-

CARD 2	REPORT NUMBER (19)–(20)	1	PROJECT LOCATION *(45 typewriter spaces)* 21–66	I-5 E. Marquam Br. Appr. Span	ADT	PRESENT	21,000	FUTURE (66)–(70)	52,000	YEAR (71)–(74)	75
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62	Approach Span Structure	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(69)		SUPV AGCY (69)	DA CLASSIF. (70)		DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH Y (74)–
CARD 4	CLASS OF FEDERAL FUNDS	Interstate									COUNTY NAME	Multn
	NAME OF URBAN AREA 17-31	Portland									ROUTE NO.	FEDERAL-AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)–(76)
5					PE		I-5 East Approach Span, Marquam Br.			
5					ROW					
5					CONST (CODE)				3,160,000	2,844,000
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS		3,160,000	2,844,000
1	14	PROGRAM APPROVAL DATES						0.41	(16)–(23)	(24)–(33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	21,000	52,000 (66)	75 (70)(71)(72)	08	Oregon	35 (2)(3)	042 (4)(9)	298 (14)(18)

DPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) (14-23)	NUMBER (7-13)	SEQ. NO.	I Projects Only POST MI. (24)(26)	DESIG. (27)
					I-	5-6(41)		301	

COUNTY NAME	CODE (12)(16)	PROGRAM STAGE
Multnomah	051	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)
	I-5		I-5

MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Construct main hwy. approach span connection to main river str. Basic 4-12' lane steel and concrete str. partial double-deck. Length 2179'
					ROW - 200' normal; Access control-full; parking restrictions-complete.
	3,160,000	2,844,000	316,000		Utility Adj.-Req. incl. prep.work
0.41 (16)	3,160,000 (23)(24)	2,844,000 (33)	316,000		

REMARKS

Additional data - Item 34-A,
Project I-5-6(17)301 and Item 224, Proj.I-5-6(30)301

USCOMM DUSCOMM-DC 46906-P61

RECEIVED
FEB 7 - 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F-5-6(11)301
6-3-96

G. M. Stevenson
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 6, 1963

Mr. Chester Ireland
Portland General Electric Company
621 S.W. Alder Street
Portland, Oregon

Dear Mr. Ireland:

East Marquam Interchange
Proposed Spur Track Easement

At a recent meeting with you and other officials of your company, I made mention of a proposal to construct a railroad spur tract through your maintenance yard. A small sketch was furnished you which shortly thereafter Mr. Jackson retrieved.

In order to make a record of the matter, I am attaching in triplicate our Bridge Division drawing No. 18599, upon which has been outlined in red color, an easement area for the proposed railroad trackage.

I realize that an element of operational damage would be involved if this easement were to be imposed on your property. Would you please, at your earliest convenience, provide a dollar figure of the estimated cost of this easement.

Please give this matter your early attention as it is anticipated that this section of the East Marquam Interchange area will go under contract this summer.

Sincerely yours,

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

NOTED
P. M. STEPHENSON

DHM:sm
Enclosure
cc: P. M. Stevenson
L. I. Lindas
Ivan Merchant
Fred Klaboe

RECEIVED
FEB 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 6 - 1963

FOR FILING

I - 6(11)301

6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1963

SUBJECT: E. Marquam Interchange
Bridge No. 8590
Proposed spur track easement
Through PGE Property

To: Walter Wright
Right-of-Way Engineer

OFFICE

As requested, I have had the proposed railroad spur track to serve relocated Portland Traction Company Buildings placed on a drawing, the spur track crossing PGE property. I am enclosing six (6) prints of our Drawing No. 18599 with the proposed spur track shown.

This proposal came from Portland Traction Company, the Southern Pacific Company and the Union Pacific Railroad Company and is a counter proposal to the method originally proposed by the State for the moving of the buildings under the structure. The Pacific and Atlantic Shippers Building and the Pioneer Car Loading Company buildings are shown in their new locations parallel to the river, and their location indicates the necessity for the railroad easement across PGE property.

These drawings are for your use in negotiating with the PGE Company.

Ivan D. Merchant
Bridge Engineer

IDM:dl
Attach.
cc: P. M. Stephenson

RECEIVED
FEB 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

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OCT 26 1967

FORM E-20X—80M—10-62 40523

FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
January 28, 1963

SUBJECT: East Marquam Interchange Section

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem, Oregon

On January 25, 1963, a meeting was held in the office of the Portland Traction Company. The following members of the three railroad companies and the State of Oregon were present:

State of Oregon	Southern Pacific
Ivan Merchant	E. A. Kendrew
Alfred A. Rear	Peter Anacabe
P. M. Stephenson	A. W. Kilborn
Dale E. Sturmer	H. K. Koberstein
Fred B. Klabee	

Union Pacific	Portland Traction
R. E. Haacke	P. A. Adams
L. A. Fisher	J. A. Meeker
A. V. Didier	

This meeting was called to discuss the problem involved with the Portland Traction Company concerning the construction of the East Marquam Interchange in the Traction Company's yards. The problem was stated by the undersigned who presented three (3) known alternates for handling Portland Traction Company's buildings.

Alternate No. 1 is to overbuild them in their existing position.

Alternate No. 2 is to relocate the Pioneer Carloading Company and the Flynn Forwarding Company in the vicinity of the Union Avenue Viaduct and to relocate the Pacific & Atlantic Shippers Company, the Portland Traction Company office building and the locomotive repair shop in the same general vicinity in which they are now located. This alternate would remove all buildings from beneath our proposed structure.

Alternate No. 3, recently proposed by the railroad companies, involves moving the Flynn Forwarding Company to the Union Avenue Viaduct area and lining up the Pacific & Atlantic Shippers and the Pioneer Carloading Company along the bank of the Willamette River immediately West of the "C" Structure connecting the Marquam Bridge to the East Bank Freeway. This alternate would also involve the construction of a spur line through the middle of P.G.E.'s pole yard located southerly of the P.G.E. garage. An easement from P.G.E. would be required for the track.

I further stated that Alternate No. 2 had been presented to the Bureau of Public Roads and that they agree with the principle of removing the buildings from beneath the structure, dependent upon what financial arrangements could be made and a favorable comparison of cost estimates with other alternates. The matter of the type of title that the State would require was also discussed with the State's position being that we desire to have fee title to the land located beneath our structure and for 25' (or possibly 15' where buildings were involved) on either side of the outer edge of our structures.

I also informed the members of the railroad companies present, that we had discussed Alternate No. 3 with the P.G.E. Company and that their reaction was apparently negative concerning the possibility of constructing a spur line through their pole yard.

Railroad Company representatives stated that they would be most reluctant to give fee title to their land, preferring to give us an easement for the area necessary to construct our facilities. It was pointed out that no matter how the matter was handled, the railroad would be allowed only restrictive rights (no new buildings) under the structure. They also stated that Alternate No. 3 was an alternate that they believe could be made to work. They did not see how they could endure treatment inferior to Alternate No. 3. Alternate No. 2 was unsuitable due to the fact that the Pioneer Carloading Company people refused to leave the area now occupied by their organization "on the banks of the Willamette River".

Therefore, settlement of the matter <u>seems</u> to hinge on the State acquiring an easement from P.G.E. for the spur track. If this matter can be resolved, it <u>may</u> be possible to solve all the other problems in connection with the construction in the Portland Traction yards.

Although the matter of the relocation of their track yards was not discussed at great lengths during this meeting, we were presented with a plan prepared by the Southern Pacific Company for complete relocation of the yard facilities to an area unencumbered by structures. A copy of this plan is enclosed with this letter. Needless to say, complete relocation of their switching yard would be extremely expensive.

Nevertheless, they state that operating sight distance would be inadequate for efficient operation due to the presence of our columns if their yard were left under the structures.

We are now preparing suitable maps to present to the three railroad companies showing our proposal alignment and the known column location so that they can in turn contact their superiors and request from them an indication as to whether or not the plan (including Alternate No. 3 and the complete relocation of the track yard) proposed by the local railroad company officials is suitable. It is suggested that the State Highway Department should also officially contact the P.G.E. Company requesting the spur easement through their pole yard. The railroad people present at this meeting felt that if we were to approach the Board of Directors of the P.G.E. Company, that they would be amenable to this plan for the reason that it benefits P.G.E. to the extent that they could use the spur track for servicing existing or future enterprises. Also, P.G.E. apparently has alot of close dealings with the railroad companies involved and it is not felt that they will stand in the way of orderly railroad progress.

Please refer back to my estimates forwarded on January 18, 1963. Estimate number 3, 3a, 4 and 4a are variations of Alternate No. 3 described above. Assuming that we can use a rock fill in the Willamette River and place the building within 15 feet of the edge of our structure, the relocation of buildings and construction of tracks to serve them was $306,600 exclusive of the cost of obtaining an easement for the spur line through P.G.E. (this was estimate number 4). This estimate also was proposed assuming that a temporary building to house the various companies would not be required.

We have also prepared a very rough estimate for the cost of moving all the tracks as proposed by the Southern Pacific Company at this meeting. It amounts to about $180,000.00 making a total known package of $486,000 plus the cost of the easement through P.G.E. Other costs (such as damage and acquisition of right of way) would add to this figure.

Please advise what our next step should be. If we are to stay on schedule with our work, this matter must be prosecuted with diligence.

F. B. Klaboe
Metropolitan Engineer

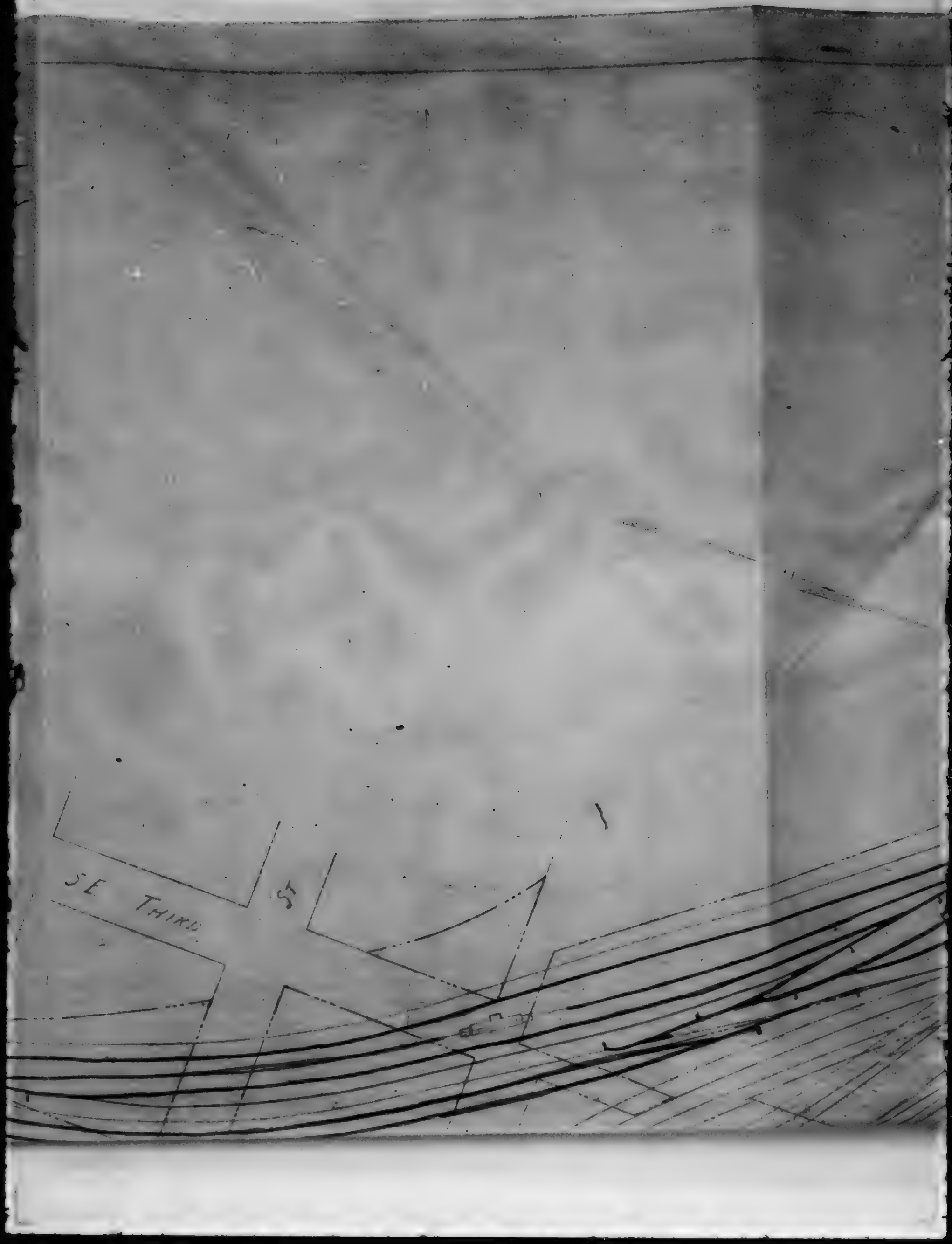
FBK/cp

Enc.

CC: P. M. Stephenson
Dale E. Sturmer
Walter T. Wright
Frank D. Morgan

RECEIVED
JAN 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

PLACE


SE THIRD
ST

Future spur
20°
20°
20°
ST

PORTLAND DIVN
DRAWING P-18193-F
SHEET NO. 1

Top of bank

20°

Future Wharf

WATER

BLVD

ST.

AVE

EDISON

PORTLAND DIVN
DRAWING P-1813-F
SHEET NO. 1

bank

WATER

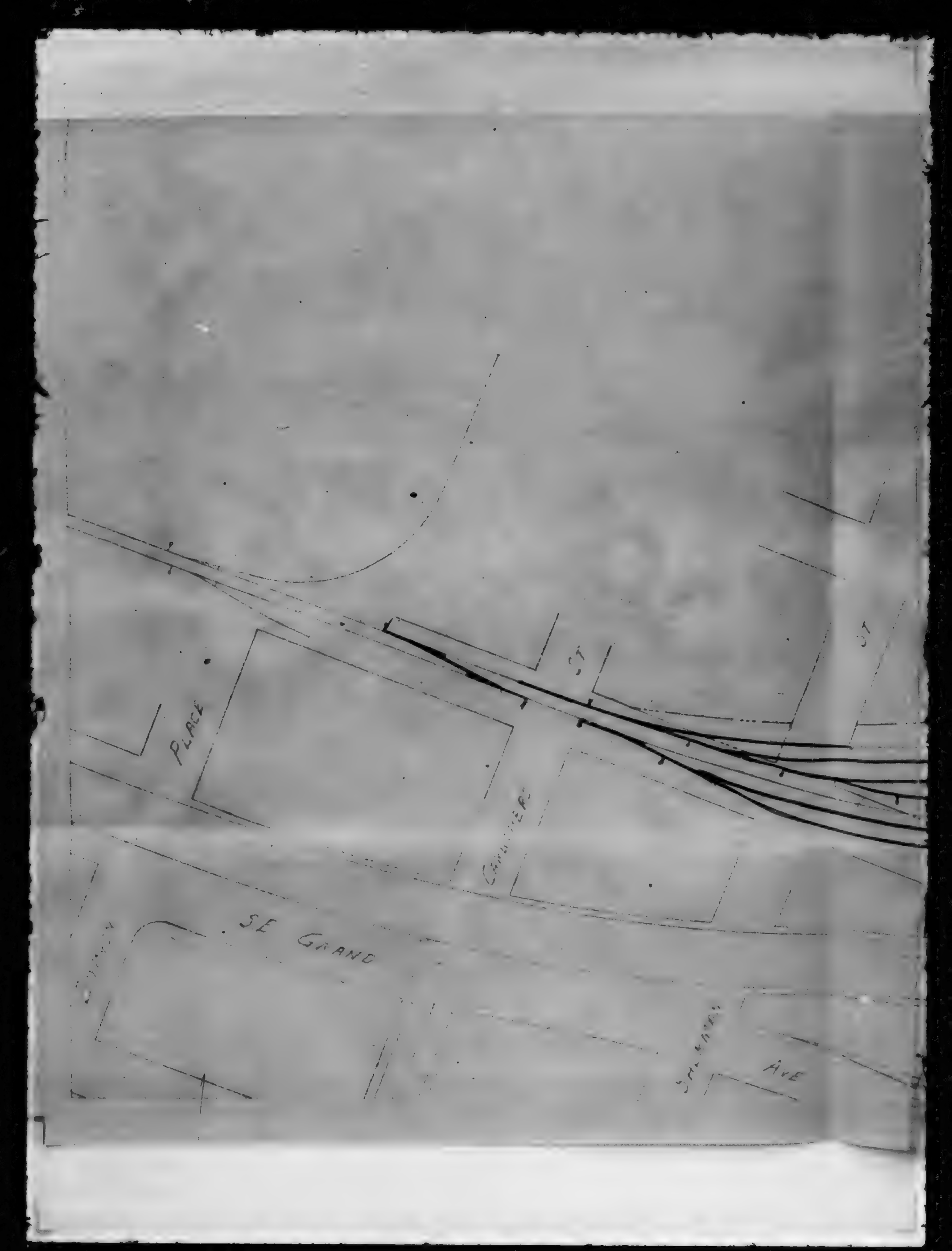
WASE.

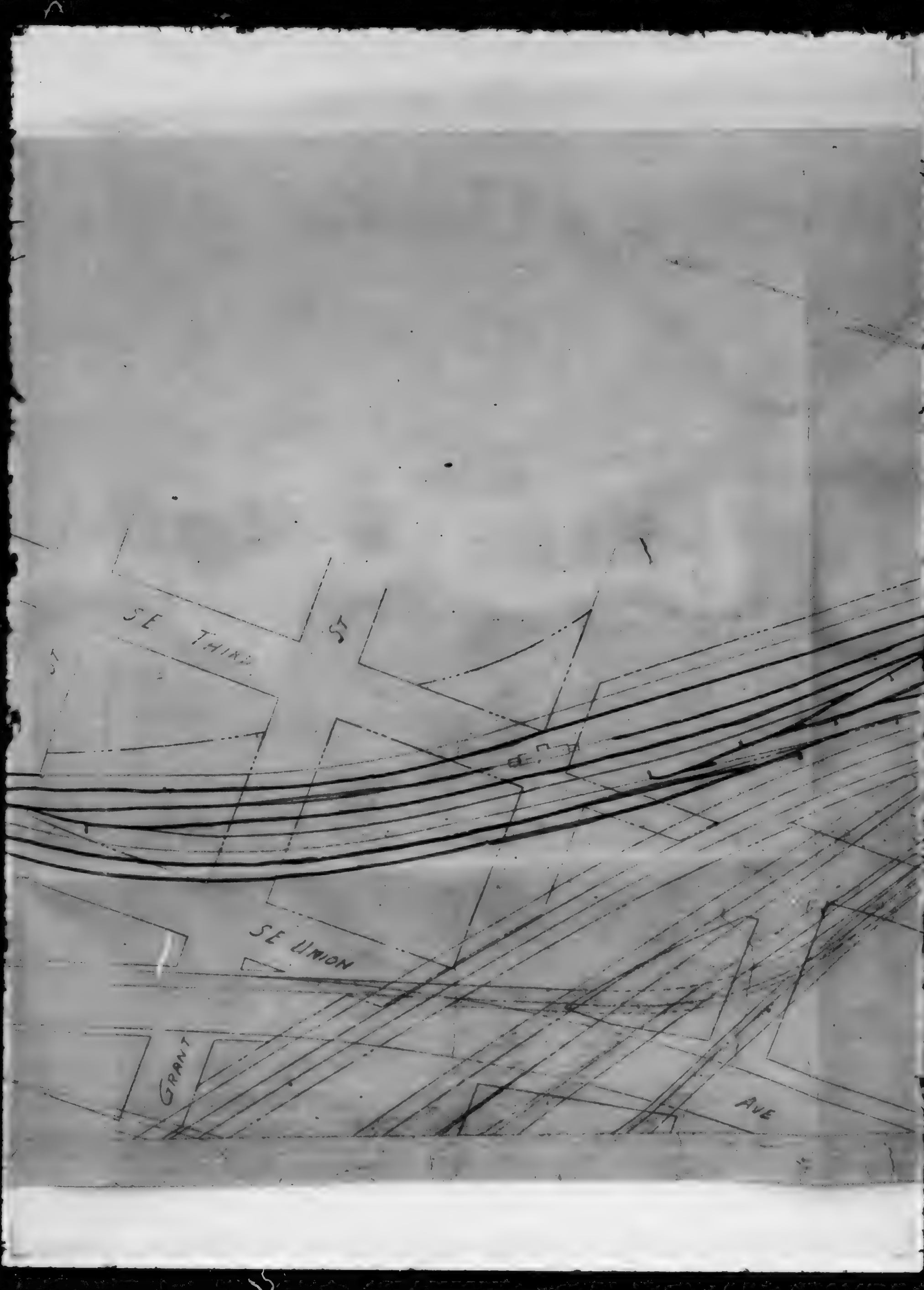
BLVD

ST.

AVE

EDISON


PLACE
CAMPBELL
SE GRAND
AVE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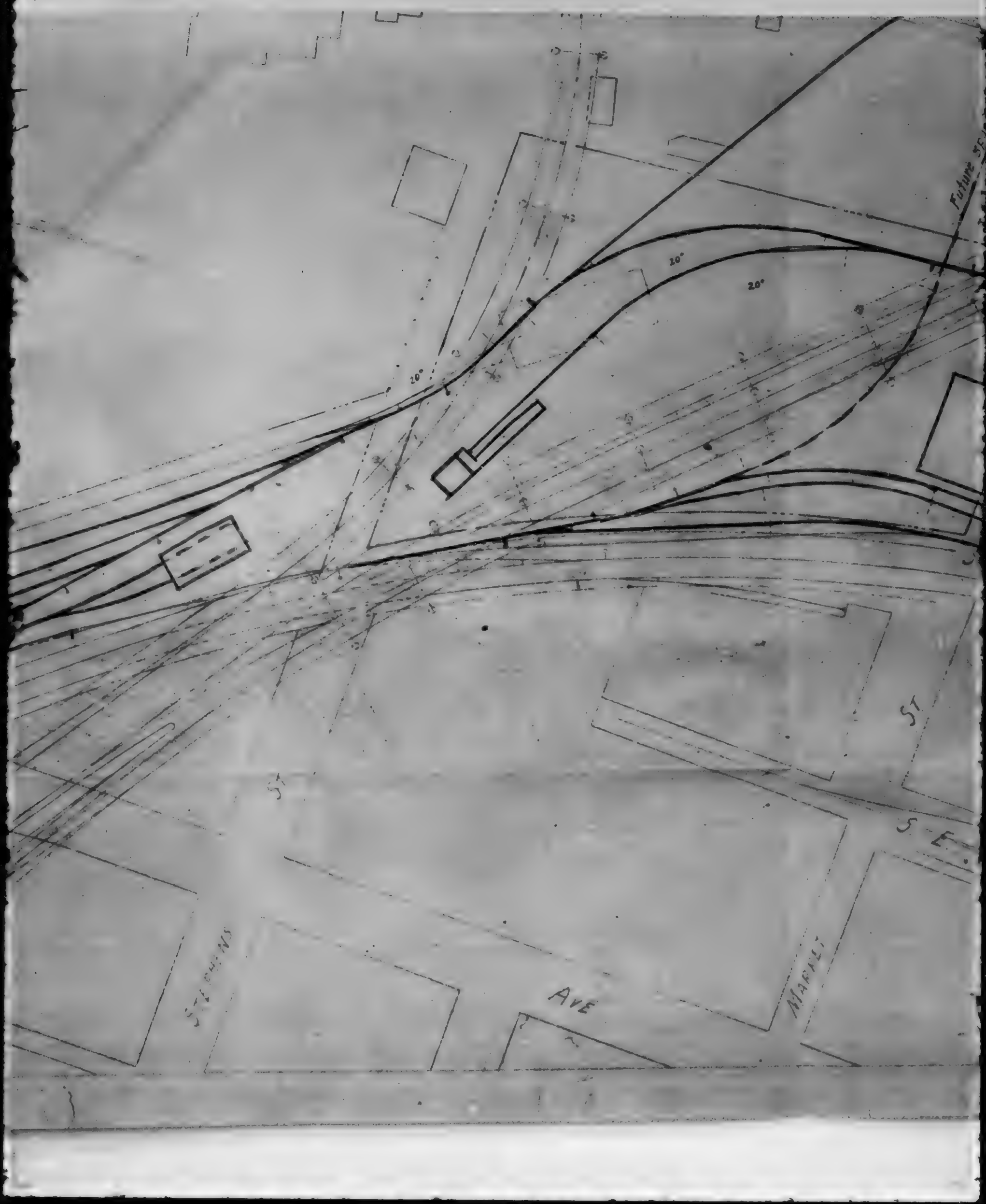

20°
20°
20°
ST
ST
S E
AVE
MARKET

Future spur

Future W/house

S E FIRST

WATER

BLVD

MADISON

AVE

CLAY

HAWTHORNE

E. SECOND

AVE

JAN 25 19

SOUTHERN PACIFIC COMPAN

PACIFIC LINES

MAIN LINE

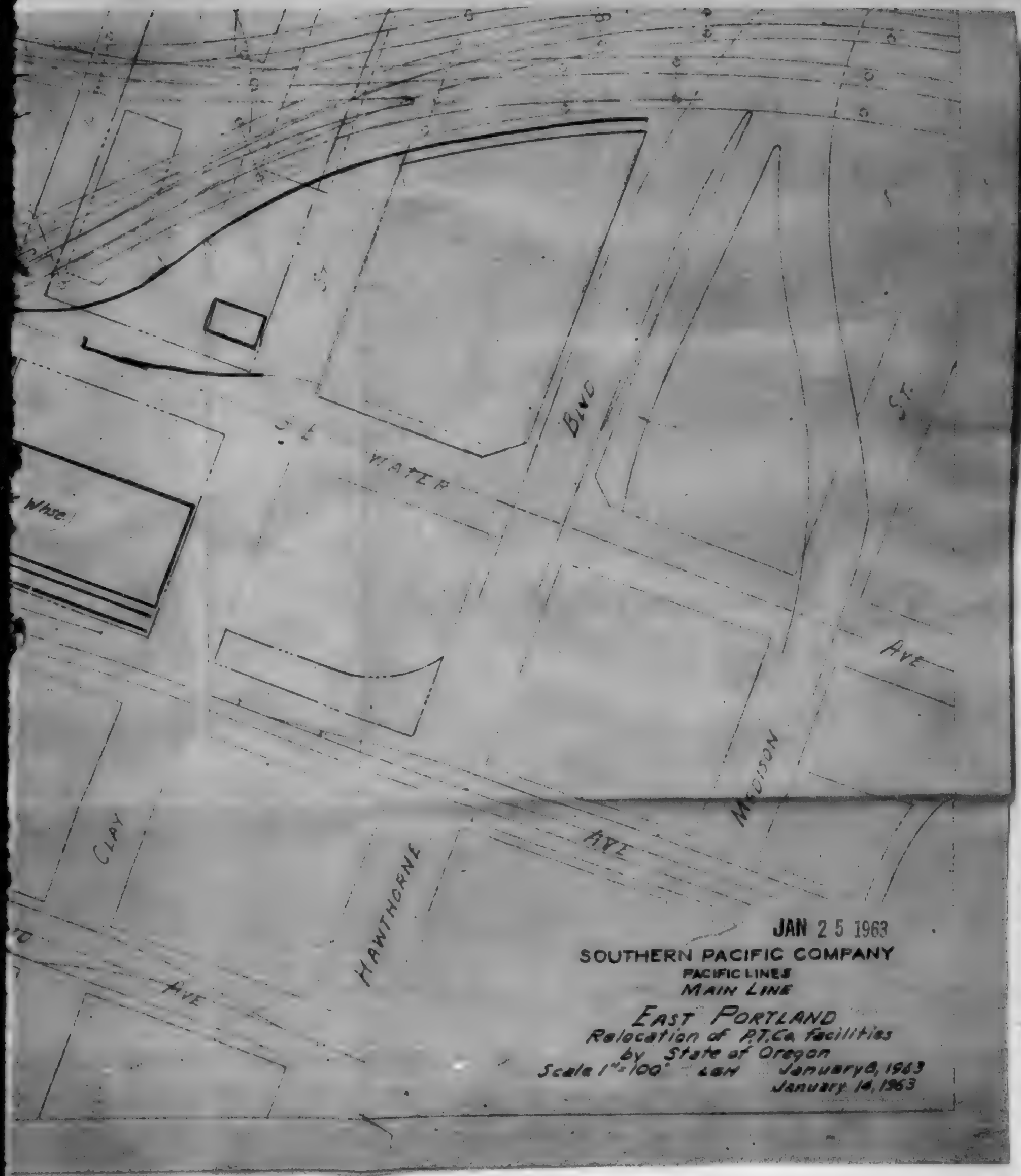
EAST PORTLAND

Relocation of P.T.Co. facilitie

by State of Oregon

Scale 1"=100' LGH January 8,

January 14,


BLVD
WATER
AVE
MADISON
AVE
HAWTHORNE
CLAY
AVE
JAN 2 5 1963
SOUTHERN PACIFIC COMPANY
PACIFIC LINES
MAIN LINE
EAST PORTLAND
Relocation of P.T.Co facilities
by State of Oregon
Scale 1"=100' LGH January 8, 1963
January 14, 1963

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JAN 21 1963
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
January 18, 1963

SUBJECT: East Marquam Interchange Section

To: Mr. Ivan Merchant
Bridge Engineer
State Highway Building
Salem 10, Oregon

Reference is again made to the problem involved in the construction of this structure in connection with the removal of the Portland Traction Company facilities.

On December 18, 1962 I addressed a letter to Mr. G. S. Paxson enclosing two separate estimates for handling Portland Traction installations. Estimate number one was for moving all the buildings that would fall beneath the proposed structure to new locations suggested by the railroad company. It totaled $374,300. Estimate number two involved moving all the Portland Traction buildings except the Locomotive Repair Shop. It totaled $353,300. Since submitting these estimates we have been requested by Mr. Adams of the Portland Traction Company to investigate an alternate solution to the problem. He suggested that we consider moving only the Flynn Forwarding Company building to the area adjacent to the Union Avenue Viaduct, and to leave the P & A Shippers and the Pioneer Carloading Company in the same general vicinity that these buildings are now located. This plan eliminates the necessity of purchasing Reisberg Trucking. Please refer to the accompanying sketch map.

We have hurriedly prepared four new estimates, numbers 3, 3a, 4 and 4a based on this latest plan.

Estimate number 3 and 3a is for relocating the P & A Shippers and Pioneer Carloading Company so that the closest point clears our structure by 25 feet. Number 3 would place the part of the Pioneer Carloading Company building and the spur tracks that fall in the water of the Willamette River on a rock fill. This estimate totals $325,500. Estimate number 3a is for placing the building and railroad tracks on piling, and is in the total amount of $352,400.

Estimate number 4 is the same as estimate number 3 except that we have pulled the building ten feet closer to clear our structure by a total of only 15 feet. It totals $306,600. Estimate number 4a is

the same as estimate number 3a except that here again we have moved the building ten feet closer to our structure. It is in the total amount of $323,600.

Neither of these estimates include any amount that would be required by PGE for the necessary easement through their property. We have not contacted PGE, so have no idea what their reaction to this plan will be. We sort of feel though that PGE may not allow the installation of this line through the middle of their pole yard as planned under plan 3 and 4.

We also would like to point out that all the plans will require the vacating of Clay Street westerly of our proposed structure, and that plan 3, 3a, 4 and 4a requires at least partial vacation of Market Street westerly of our proposed structure. Also, the fills proposed under the plan 3 and 4 would extend approximately 55 feet out into the river beyond the harbor line. It is our belief that a permit could be obtained to cover this construction.

As you know, a meeting has been scheduled for next Friday, January 25, at 9:00 a.m. in Mr. Adams' office to discuss the various proposals. Present at this meeting will be Mr. Adams of Portland Traction, Mr. Brown of Union Pacific and Mr. Kilborn of Southern Pacific. I would suggest that we have a meeting in Salem prior to this date so that we can all be familiar with the various alternates.

I have only one copy of the sketches, so we will forward them with Mr. Merchant's letter. Estimates and a copy of Mr. Sturmer's letter are included with all the copies.

Original Approved by F. B. Klaboe

F. B. Klaboe
Metropolitan Engineer

FBK:sb

Enclosures

cc: Mr. F. D. Morgan
Mr. Walter T. Wright
Mr. Dale Sturmer
General Files

FORM E-30 10M 9 62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
January 17, 1963

To: Mr. F. B. Klaboe
Metropolitan Engineer
O F F I C E

SUBJECT: Alternate Plan of Building Removal
Portland Traction Company
East Marquam Interchange
Prefix: 26-1468

Submitted herewith is a revised plan of relocating Portland Traction Company buildings from under the East Marquam Interchange. This is as suggested by Mr. P. A. Adams, Superintendent of the Portland Traction Company, at the meeting held in Mr. Adams' office last week.

As you will recall, Mr. Adams recommended that both the Pacific and Atlantic shippers and the Pioneer Carloading buildings be relocated west of the East Bank Freeway between S. E. Hawthorne Blvd. and S. E. Market St. Railroad trackage serving the above buildings would pass through Portland General Electric Company property, cutting through the northerly part of their pole yard. As shown on the attached map the service tracks would pass through the locomotive repair shop and the loading dock to the west. The Portland Traction Company office would be moved to the parking area to the north and Flynn Forwarding to S. E. Sherman St. and west of Grand Avenue as shown on the plan submitted last December 17.

The above plan is also part of an overall revision of the Traction Company's railroad yards as layed out by the Southern Pacific Co. In this plan most of the Traction Co. tracks immediately east of S. E. Water Avenue would be moved to an area between S. E. Stephens Street and S. E. Caruthers St. and west of Union Avenue. However, these estimates cover only that portion directly affected by the building removal.

In the relocation suggested by Mr. Adams, the northwesterly corner of the Pioneer carloading Company building would extend out over the Willamette River as would the double track serving it. Considerable savings could be made if the relocated buildings were placed 15 feet from the edge of the structure instead of 25 feet.

Estimates for four different versions are submitted herewith:

No. 3 - Buildings 25 feet from edge of structure and rock fill into river to support northwesterly corner of Pioneer Carloading building and double track serving buildings.

No.3-A- Same as No. 3 except building and track on piling instead of rock fill.

No. 4 - Buildings 15 feet from edge of structure and rock fill into river to support building and tracks.

No.4-A- Same as No. 4 except building and track on piling instead of rock fill.

Two sketch maps showing the buildings 25 feet and 15 feet from the edge of the structure are included.

The rock fill is considerably cheaper than placing that part over the river on piling but the toe of the fill would extend approximately 55 feet out into the river beyond the Harbor line. The top of the fill would be inside the Harbor line. The U. S. Engineers have not been contacted as to the permissibility of this encroachment into the river. The rock toe of the East Bank Freeway extends out into the river south of the Burnside Bridge, so it is highly probable that permission could also be obtained for this location.

Not included in any of the estimates is the cost of the easement of the railroad service track passing through Portland General Electric Company property. It is felt that the Electric Company should not be contacted until this plan has been reviewed by higher authorities.

According to Mr. Adams, the temporary warehouse would not be necessary under this plan, and has been omitted.

In the relocation of the Portland Traction Company buildings under the various plans being submitted, buildings would be placed across City streets, such as the Pacific and Atlantic Shippers building across the westerly end of S. E. Clay and S. E. Market Streets, and the Flynn Forwarding Company on S. E. Fourth Avenue. While it is not anticipated that we will have any difficulty in obtaining vacations for those portions of streets occupied by buildings, no contact has been made with the City of Portland relative to this matter. If it appears that one of the building relocation plans will be adopted, we should probably contact the City relative to the vacation of these streets.

Dale E. Sturmer
Locating Engineer

DES/ca

Enclosures

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JAN 15 1963

FORM 734-2006 2-61 34307

FOR FILING

I-5-6(11)201

6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
December 31, 1962

To:

Mr. Forrest Cooper
State Highway Engineer

Office

SUBJECT: File No. 28591-Portland General Electric Company
Russell Street-Curry Street Section
Pacific Highway
Multnomah County

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Attached is a copy of Review Appraiser Ewen's analysis of fee taking verses easement on the subject file.

Please note that neither figure assumes any operations damage to the utility company's operation.

L. I. LINDAS
Chief Counsel

By D. H. Moehring
D. H. Moehring
Assistant Right of Way Engineer

DHM:sm

Attachment

NOTED
FORREST COOPER

LLOYD P. SHAW

Porter
Let's discuss

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DEC 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

1-8-63 Kindree discussed with Porter the present plan and also new track layout being worked up by U.P.R.R. as well as S.P. and P.T. Co. Steve

FORM E-00 REV 8-62 43000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1962

To: Mr. David H. Moehring
Assistant Right of Way Engineer

O f f i c e

SUBJECT: File No. 28591-Portland General Electric Company
Russell Street-Curry Street Section
Pacific Highway
Multnomah County

Following is an itemization of estimates of costs for right of way under a fee taking as compared with taking an easement over this public utility operating property. These estimates are based upon Bridge Division Drawing No. 8590 dated November 20, 1962. Our fee taking would allow the right of transit over land in the taking but not a right to use the area for storage of any kind including vehicular parking. The estimates assume that there is no damage to utility operations.

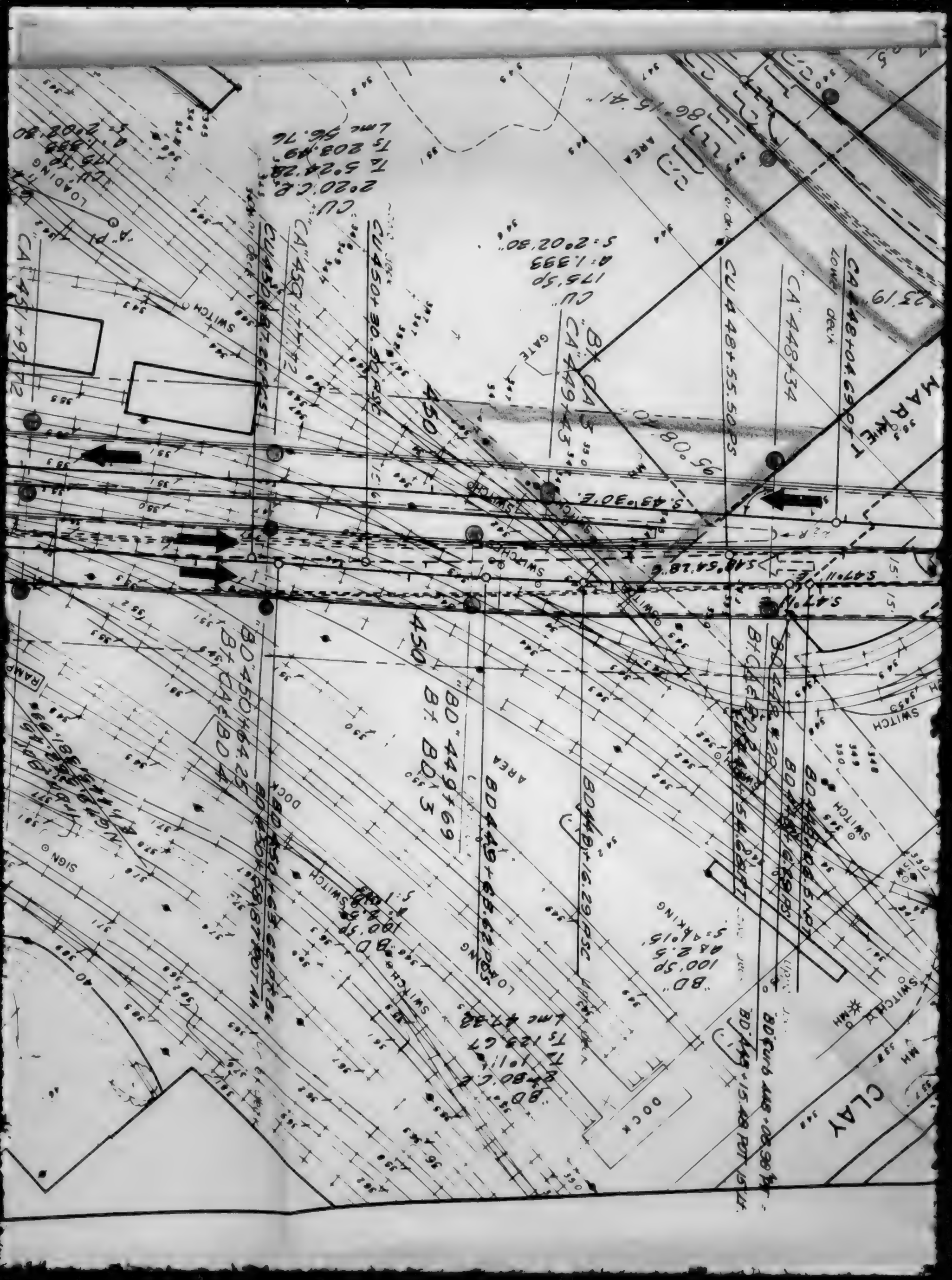
	Fee	Easement
Five parcels per 11-23-62 review	$217,900	
Parcels 1, 2, 3, and 5 per 7-25-62 review -		$11,910
Parcel 4 (1 square pier with 3' all around) 168 sq.ft. at $1.00 -		168
Sprinkling: garage, radio lab., welding shop. Bridge Division -		38,373
Metal roofs for garage and radio laboratory. Bridge Division -		8,772
Move Station "L" office (Draper) -		1,700
	$217,900	$60,923
Rounded	$218,000	$61,000

JEAN EWEN, JR.
Reviewing Appraiser

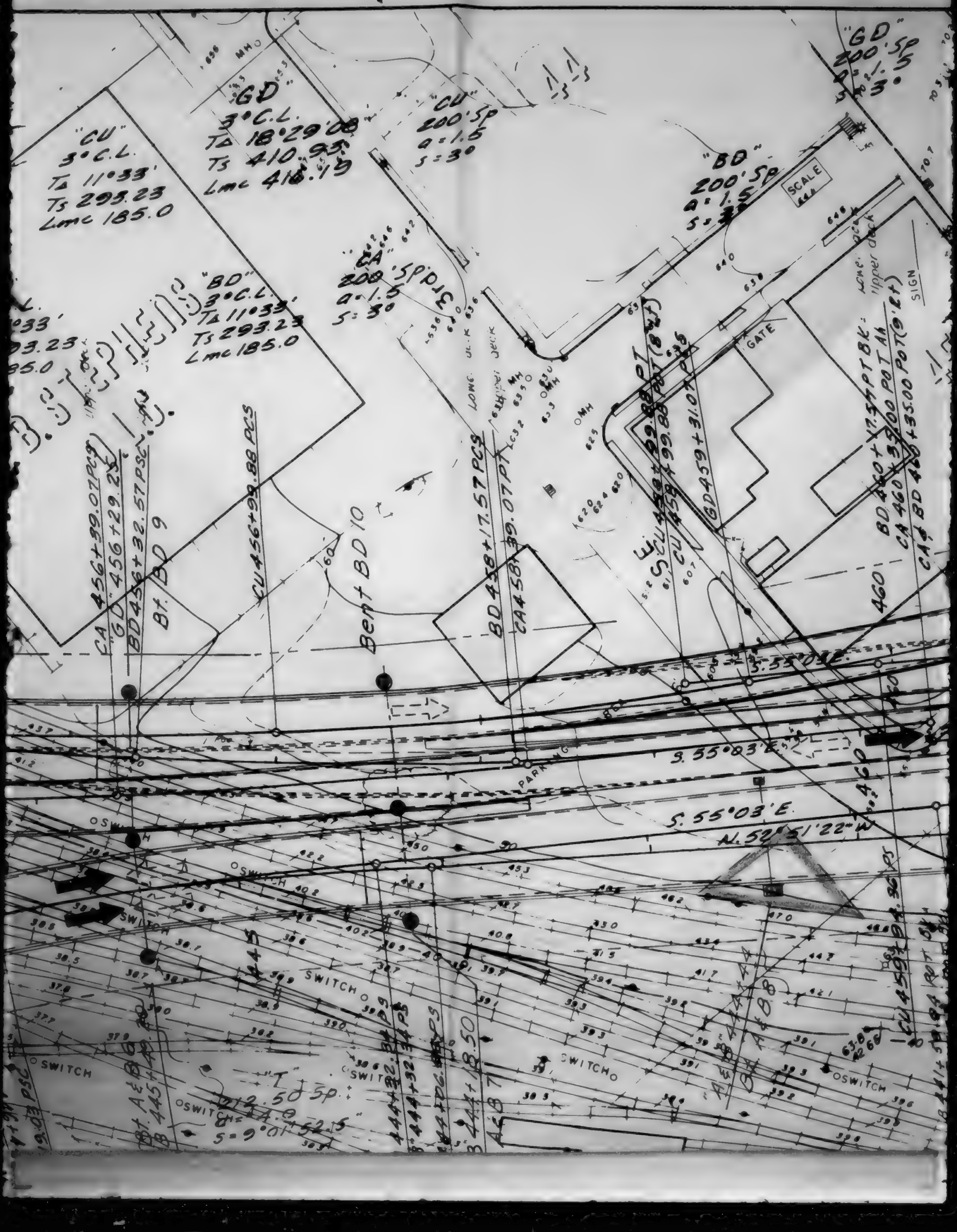
JE:jif

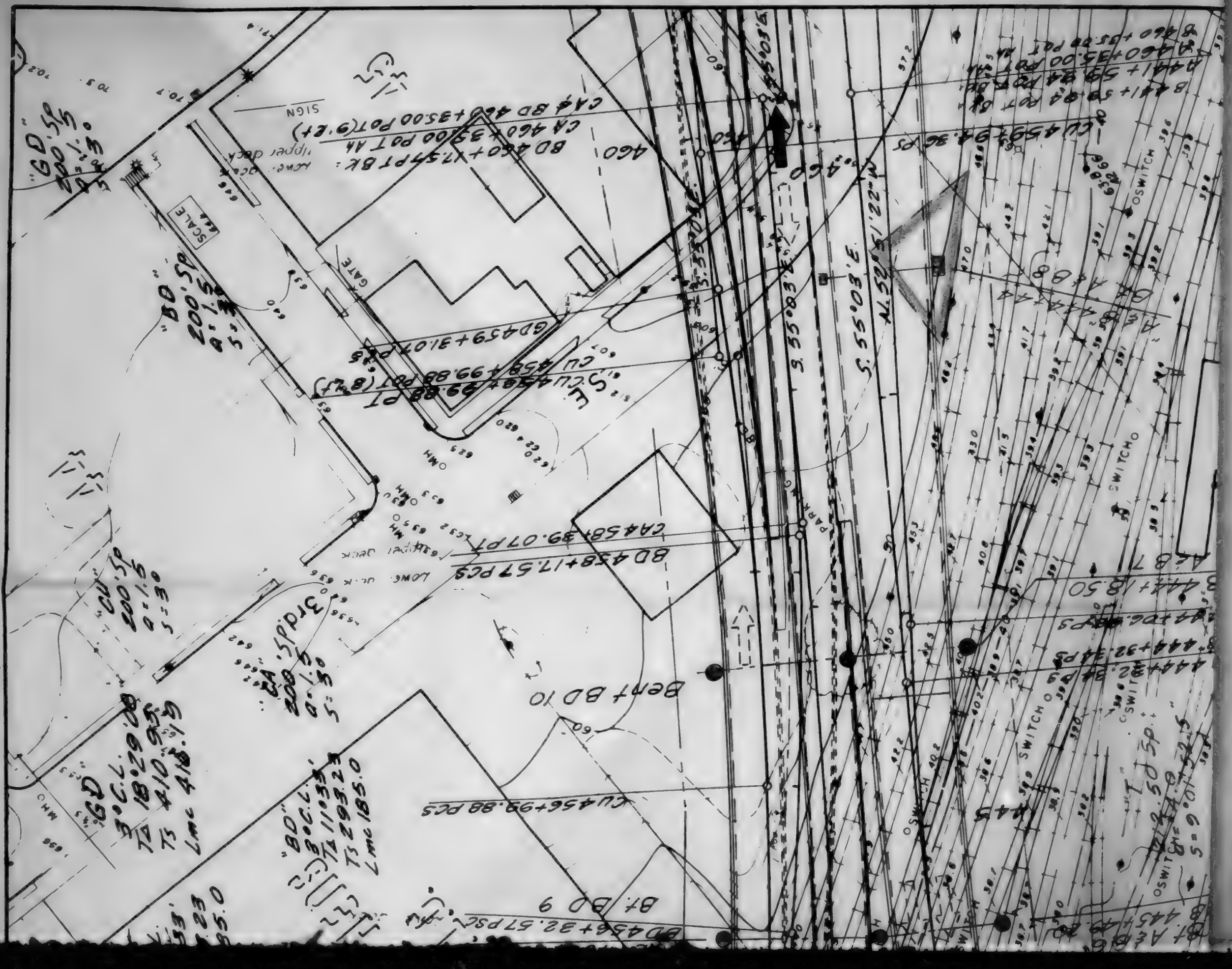
cc Mr. L. I. Lindas

C 444+33.50
Bt. C 14
D 444+96.69 PS
C 445+05.74 PT
C 445+06.12 PS
445
Upper Deck
Lower Deck
Lower Deck
S.E. 128.625 E.
BD 443+42.34 PCS
CA 444+34.32 PCS
Bt. D 14
"D" 444+59.50
"BD" 444+73
BD 445+02.34 PSC
Upper deck
"BD" 200'.50
S. 8°.36'.
S. 2°.15'.
"BD" 180'.08"
S. 8°.36'.
S. 2°.15'.
"BD" 180'.08"
CU 445+84.65 PCS
Lower Deck
Lower Deck
Lane 10A.17
"BD" 180'.08"
S. 8°.36'.
S. 2°.15'.
"BD" 180'.08"
PARKING
BD 446+06.51 PCS
"CA" 446+34.50
Bt. CA & BD 1
BD Curb 446+48.96 PCS
7-63-A
34.10
"CU"
270'.58
S. 1°.40'
S. 7°.14'
"CU"
270'.58
S. 1°.40'
S. 7°.14'
"D" 200'.50
S. 8°.30'.
Bt. D 15
"D" 446+27.50
Bt. C 15
"C" 446+35.50
D 446+96.69 PSC
C 447+06.12 PSC
"C" 447+62.50
"D" 447+64.50
GATE
Bt. C & D 13
"CA" 370'.87
S. 1°.40'
S. 8°.58'
S.E. MARKET
CA 448+04.69 PT
SIGN
SWITCH
SWITCH
SWITCH
SWITCH
PARKING AREA
CLAY


CLAY
SWITCH
SIGN
DOCK
LOADING
AREA
GATE
RAMP
MH

CA 452+92.24
CU452+92.24PT
CU452+47.74POT
"CA" 453+17.72
CA 454+37.76
CA 455+12.45
CU455+14.88PSC
GD455+14.88PSC
Bt. BD 8
"GD" 455+47.50
BD 451+84.25
Bt. CA&BD
CA452+84.97PT
Bt. CA&BD
"BD" 453+04.25
BD 453+14.88POT
GD CU453+14.88PS
Bt. CA&BD
BD 454+24.25
BD 454+32.57PS
CA 454+54.07PS
SWITCH
PARKING AREA
"CA" 200'SP D=1.5° S=3°
"CU" 200'SP D=1.5° S=3°
"BD" 200'SP D=1.5° S=3°
"CA" 3°C.C. Δ=11°33' T=293.23 Lmc=185.0
J. B. C.


"GD"
3°C.L.
Ta 18.29.08
Ts 410.95
Lmc 416.19
"CU"
3°C.L.
Ta 11°33'
Ts 293.23
Lmc 185.0
"CU"
200'SP
a:1.5
s=30
"BD"
200'SP
a:1.5
s=30
"CA"
200'SP
a:1.5
s=30
"GD"
200'SP
a:1.5
s=30
SCALE
SIGN
GATE
PARKING
Upper Level
Lower Level
Bent BD
Bf. BD
Bf. A&B
S. 55°03' E.
N. 52°51'22" W.
S. 55°03' E.
OMH
OSWITCH
SWITCH
"I" 5p.
2.50
A=52.5
S=9°01'
CA 456+32.57 PCS
BD 456+32.57 PSC
CU 456+99.07 PCS
BD 445+82.57 PCS
BD 445+82.57 PCS
BD 445+82.57


SCALE
GATE
SIGN
OWM
OSWITCH
PARK
460
BD460+17.57PT BK
CA460+39.00 POT AH
CA4 BD 460+35.00 POT(9.ET)
GD459+31.07 PTS
CU458+99.88 POT (8.ET)
BD458+17.57PCS
CA458+39.07PT
CU456+99.88 PCS
Bent BD 10
BD456+32.57PCS
BT BD 9
CU454+99.88 PCS
BD454+17.57PCS
CA454+39.00 POT
BD454+35.00 POT
CU452+99.88 PCS
BD452+17.57PCS
CA452+39.00 POT
BD452+35.00 POT
CU450+99.88 PCS
BD450+17.57PCS
CA450+39.00 POT
BD450+35.00 POT
CU448+99.88 PCS
BD448+17.57PCS
CA448+39.00 POT
BD448+35.00 POT
CU446+99.88 PCS
BD446+17.57PCS
CA446+39.00 POT
BD446+35.00 POT
CU444+99.88 PCS
BD444+17.57PCS
CA444+39.00 POT
BD444+35.00 POT
CU442+99.88 PCS
BD442+17.57PCS
CA442+39.00 POT
BD442+35.00 POT
CU440+99.88 PCS
BD440+17.57PCS
CA440+39.00 POT
BD440+35.00 POT
CU438+99.88 PCS
BD438+17.57PCS
CA438+39.00 POT
BD438+35.00 POT
CU436+99.88 PCS
BD436+17.57PCS
CA436+39.00 POT
BD436+35.00 POT
CU434+99.88 PCS
BD434+17.57PCS
CA434+39.00 POT
BD434+35.00 POT
CU432+99.88 PCS
BD432+17.57PCS
CA432+39.00 POT
BD432+35.00 POT
CU430+99.88 PCS
BD430+17.57PCS
CA430+39.00 POT
BD430+35.00 POT
CU428+99.88 PCS
BD428+17.57PCS
CA428+39.00 POT
BD428+35.00 POT
CU426+99.88 PCS
BD426+17.57PCS
CA426+39.00 POT
BD426+35.00 POT
CU424+99.88 PCS
BD424+17.57PCS
CA424+39.00 POT
BD424+35.00 POT
CU422+99.88 PCS
BD422+17.57PCS
CA422+39.00 POT
BD422+35.00 POT
CU420+99.88 PCS
BD420+17.57PCS
CA420+39.00 POT
BD420+35.00 POT
CU418+99.88 PCS
BD418+17.57PCS
CA418+39.00 POT
BD418+35.00 POT
CU416+99.88 PCS
BD416+17.57PCS
CA416+39.00 POT
BD416+35.00 POT
CU414+99.88 PCS
BD414+17.57PCS
CA414+39.00 POT
BD414+35.00 POT
CU412+99.88 PCS
BD412+17.57PCS
CA412+39.00 POT
BD412+35.00 POT
CU410+99.88 PCS
BD410+17.57PCS
CA410+39.00 POT
BD410+35.00 POT
CU408+99.88 PCS
BD408+17.57PCS
CA408+39.00 POT
BD408+35.00 POT
CU406+99.88 PCS
BD406+17.57PCS
CA406+39.00 POT
BD406+35.00 POT
CU404+99.88 PCS
BD404+17.57PCS
CA404+39.00 POT
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BD6+35.00 POT
CU4+99.88 PCS
BD4+17.57PCS
CA4+39.00 POT
BD4+35.00 POT
CU2+99.88 PCS
BD2+17.57PCS
CA2+39.00 POT
BD2+35.00 POT
CU0+99.88 PCS
BD0+17.57PCS
CA0+39.00 POT
BD0+35.00 POT

Willamette River

"D"
200'Sp
A: 3.0
S: 6°

"C"
8°30' C.R.
Δ 80°25'17"
Ts 671.86
Lmc 746.13

"D"
100'Sp Seg.
A: 2.5
S: 7°15'

"D"
6°00' C.R.
Lmc 838.37
Δ 14°[illegible]'08"

"D"
6°48°30' C.R.
Δ 71°30'49"
Ts1 695.15
Ts2 610.59

"D"
8°30' C.
Δ 35°2
Lmc 417.1

Bt. C & D 17
"C & D" 448+98.5

D 449+35.06 PCS

D 450
C 450

T.C.D
S: 8°30'

V SIGN

D 447

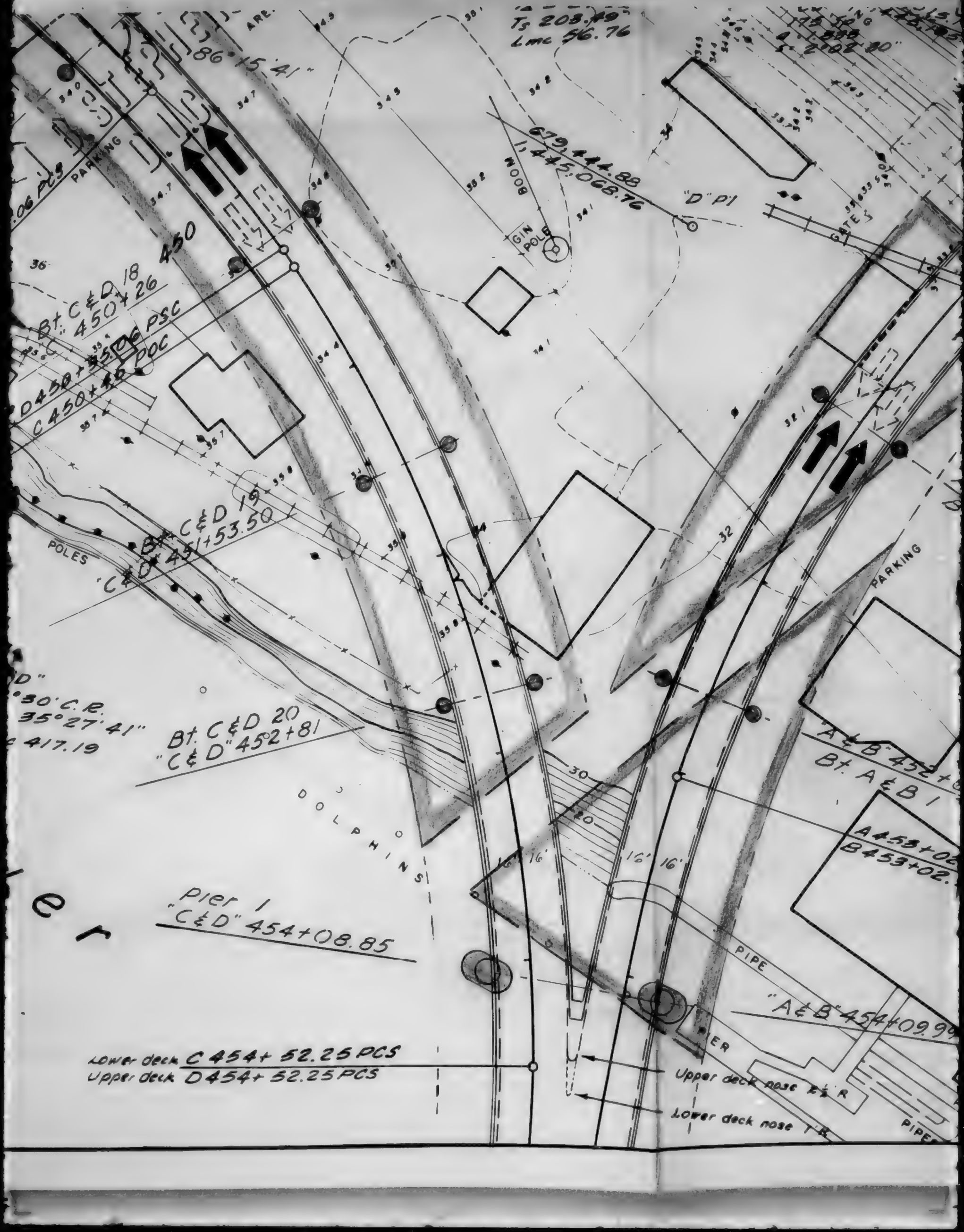
C 447+00

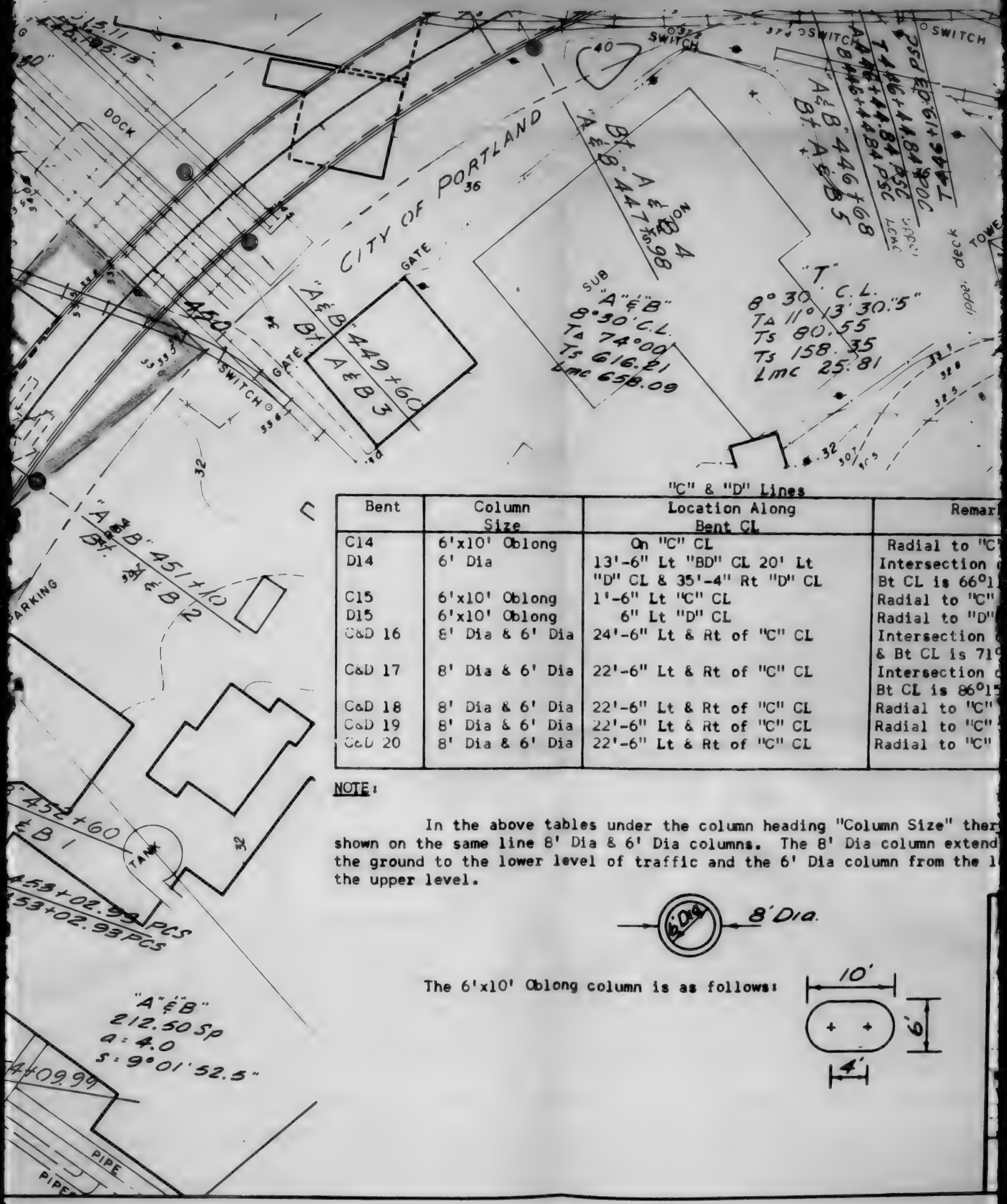
GATE

POLE

LEGEND:
Portland Gen. Elec. Co.

SCALE 1" = 50'-0"


Ts 208.49
Lmc 56.76
679,444.88
1,445,068.76
"D" P1
GIN POLE
BOOM
GATE
86°45'41"
PARKING
450
36
Bt. C&D 18
C&D 450+26
Bt. 450+35.06 PSC
C 450+46.06 POC
D 450+35.06 PSC
C&D 19
451+53.50
Bt. C&D 20
"C&D" 452+81
POLES
DOLPHINS
30
20
16'
Pier 1
"C&D" 454+08.85
Lower deck C 454+52.25 PCS
Upper deck D 454+52.25 PCS
Upper deck nose E & R
Lower deck nose T.R.
PIPE
PIER
"A&B" 454+09.9
A&B 452+
Bt. A&B 1
A 453+06
B 453+02.
PARKING



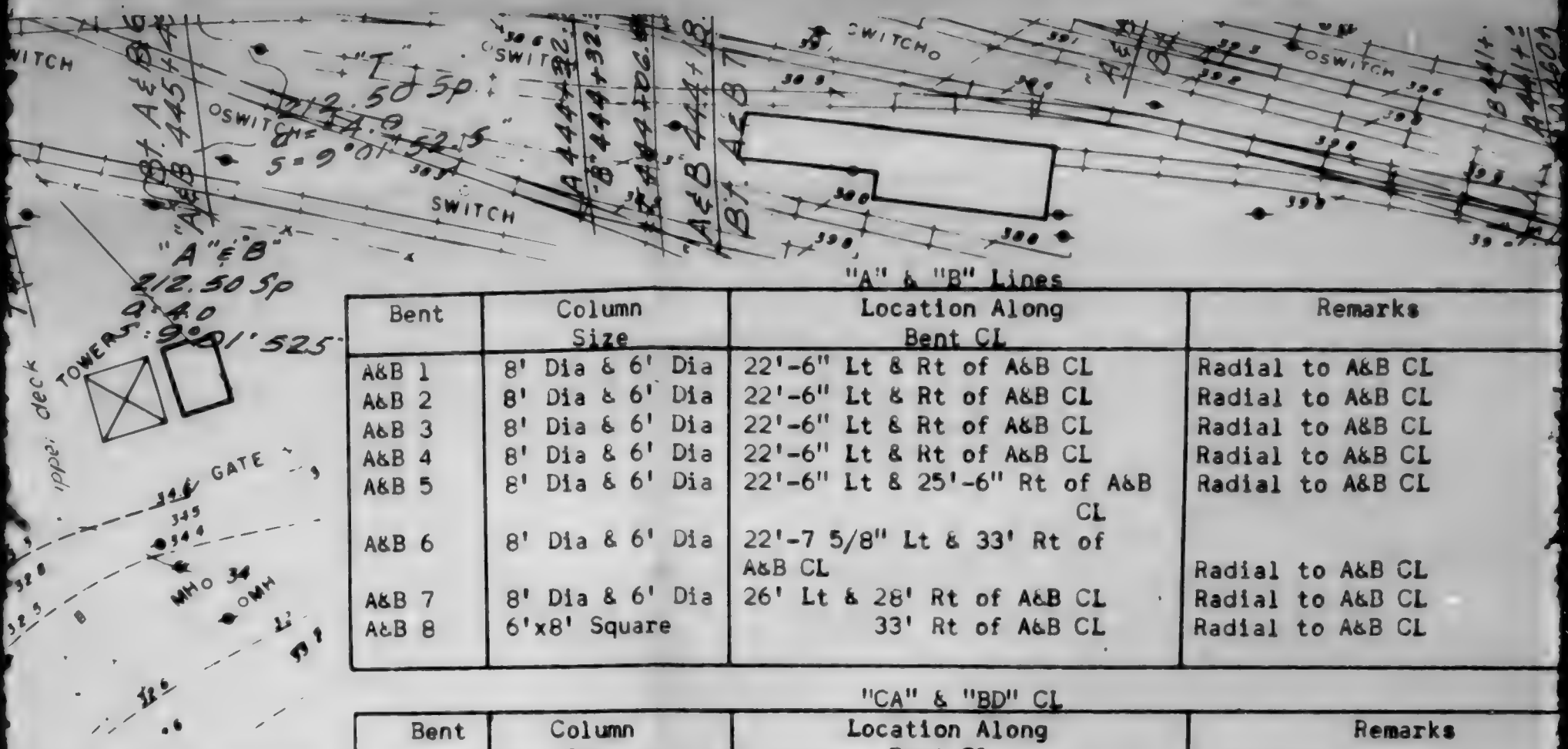
"C" & "D" Lines

Bent	Column Size	Location Along Bent CL	Remar
C14	6'x10' Oblong	On "C" CL	Radial to "C"
D14	6' Dia	13'-6" Lt "BD" CL 20' Lt "D" CL & 35'-4" Rt "D" CL	Intersection Bt CL is 66°1
C15	6'x10' Oblong	1'-6" Lt "C" CL	Radial to "C"
D15	6'x10' Oblong	6" Lt "D" CL	Radial to "D"
C&D 16	8' Dia & 6' Dia	24'-6" Lt & Rt of "C" CL	Intersection & Bt CL is 71°
C&D 17	8' Dia & 6' Dia	22'-6" Lt & Rt of "C" CL	Intersection Bt CL is 86°15
C&D 18	8' Dia & 6' Dia	22'-6" Lt & Rt of "C" CL	Radial to "C"
C&D 19	8' Dia & 6' Dia	22'-6" Lt & Rt of "C" CL	Radial to "C"
C&D 20	8' Dia & 6' Dia	22'-6" Lt & Rt of "C" CL	Radial to "C"

NOTE:

In the above tables under the column heading "Column Size" ther shown on the same line 8' Dia & 6' Dia columns. The 8' Dia column extend the ground to the lower level of traffic and the 6' Dia column from the l the upper level.

The 6'x10' Oblong column is as follows:



"A" & "B" Lines

Bent	Column Size	Location Along Bent CL	Remarks
A&B 1	8' Dia & 6' Dia	22'-6" Lt & Rt of A&B CL	Radial to A&B CL
A&B 2	8' Dia & 6' Dia	22'-6" Lt & Rt of A&B CL	Radial to A&B CL
A&B 3	8' Dia & 6' Dia	22'-6" Lt & Rt of A&B CL	Radial to A&B CL
A&B 4	8' Dia & 6' Dia	22'-6" Lt & Rt of A&B CL	Radial to A&B CL
A&B 5	8' Dia & 6' Dia	22'-6" Lt & 25'-6" Rt of A&B CL	Radial to A&B CL
A&B 6	8' Dia & 6' Dia	22'-7 5/8" Lt & 33' Rt of A&B CL	Radial to A&B CL
A&B 7	8' Dia & 6' Dia	26' Lt & 28' Rt of A&B CL	Radial to A&B CL
A&B 8	6'x8' Square	33' Rt of A&B CL	Radial to A&B CL

"CA" & "BD" CL

Bent	Column Size	Location Along Bent CL	Remarks
CA&BD 1	8' Dia & 6' Dia	30' Lt & 21'-6" Rt of "CA" CL	Radial to "CA" CL
CA&BD 2	8' Dia & 6' Dia	14' Lt of "BD" CL & 28' Rt of "CA" CL	Intersection of "CA" CL & Bt CL 95°08'40"
CA 3	6'x10' Oblong	4'-6" Rt of "CA" CL	Radial to "CA" CL
BD 3	8' Dia & 6' Dia	21'-6" Lt & 13'-6" Rt of "CU" CL	Radial to "BD" CL
CA&BD 4	8' Dia & 6' Dia	21'-6" Lt, 16'-6" Rt, & 52'-9" Rt "BD" CL	Radial to "BD" CL
CA&BD 5	8' Dia & 6' Dia	21'-6" Lt, 26' Rt, & 61' Rt "BD" CL	Radial to "BD" CL
CA&BD 6	8' Dia & 6' Dia	21'-6" Lt, 22'-6" Rt, & 50'-6" Rt "BD" CL	Radial to "BD" CL
CA&BD 7	8' Dia & 6' Dia	22'-2" Lt, 21'-6" Rt & 64'-9" Rt "BD" CL	Radial to "BD" CL
CA 8	6'x10' Oblong	5'-3" Rt of "CA" CL	Radial to "CA" CL
BD 8	8' Dia & 6' Dia	29' Lt & 25'-3" Rt "GD" CL	Radial to "GD" CL
BD 9	8' Dia & 6' Dia	21'-6" Lt & 51'-6" Rt "GD" CL	Radial to "GD" CL
BD 10	8' Dia & 6' Dia	22'-6" Lt & See Bt "A" & "B" 7	Radial to "A" & "B" CL

Remarks
al to "C" CL
section of "D" CL & is 66°11'28"
l to "C" CL
l to "D" CL
section of "C" CL CL is 71°23'19"
section of "C" CL & is 86°15'41"
to "C" CL
l to "C" CL
l to "C" CL

ize" there is
mn extends from
rom the lower to

LEGEND:
CL = Center Line

APPROVED:

BRIDGE ENGINEER

ASST. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED..... CHECKED.....

DRAWN..... CALC. BOOK.....

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

EAST MARQUAM INTERCHANGE

DATE..... BRIDGE NO. 8590

ACCOMPANIED BY DWGS.....

SHEET..... OF.....

DRAWING NO. 18426

"A" & "B" Lines

Bent	Column Size	Location Along Bent CL	Remarks
A&B 1	8' Dia & 6' Dia	22'-6" Lt & Rt of A&B CL	Radial to A&B CL
A&B 2	8' Dia & 6' Dia	22'-6" Lt & Rt of A&B CL	Radial to A&B CL
A&B 3	8' Dia & 6' Dia	22'-6" Lt & Rt of A&B CL	Radial to A&B CL
A&B 4	8' Dia & 6' Dia	22'-6" Lt & Rt of A&B CL	Radial to A&B CL
A&B 5	8' Dia & 6' Dia	22'-6" Lt & 25'-6" Rt of A&B CL	Radial to A&B CL
A&B 6	8' Dia & 6' Dia	22'-7 5/8" Lt & 33' Rt of A&B CL	Radial to A&B CL
A&B 7	8' Dia & 6' Dia	26' Lt & 28' Rt of A&B CL	Radial to A&B CL
A&B 8	6'x8' Square	33' Rt of A&B CL	Radial to A&B CL

"CA" & "BD" CL

Bent	Column Size	Location Along Bent CL	Remarks
CA&BD 1	8' Dia & 6' Dia	30' Lt & 21'-6" Rt of "CA" CL	Radial to "CA" CL
CA&BD 2	8' Dia & 6' Dia	14' Lt of "BD" CL & 28' Rt of "CA" CL	Intersection of "CA" CL & Bt CL 95°08'40"
CA 3	6'x10' Oblong	4'-6" Rt of "CA" CL	Radial to "CA" CL
BD 3	8' Dia & 6' Dia	21'-6" Lt & 13'-6" Rt of "CU" CL	Radial to "BD" CL
CA&BD 4	8' Dia & 6' Dia	21'-6" Lt, 16'-6" Rt, & 52'-9" Rt "BD" CL	Radial to "BD" CL
CA&BD 5	8' Dia & 6' Dia	21'-6" Lt, 26' Rt, & 61' Rt "BD" CL	Radial to "BD" CL
CA&BD 6	8' Dia & 6' Dia	21'-6" Lt, 22'-6" Rt, & 50'-6" Rt "BD" CL	Radial to "BD" CL
CA&BD 7	8' Dia & 6' Dia	22'-2" Lt, 21'-6" Rt & 64'-9" Rt "BD" CL	Radial to "BD" CL
CA 8	6'x10' Oblong	5'-3" Rt of "CA" CL	Radial to "CA" CL
BD 8	8' Dia & 6' Dia	29' Lt & 25'-3" Rt "GD" CL	Radial to "GD" CL
BD 9	8' Dia & 6' Dia	21'-6" Lt & 51'-6" Rt "GD" CL	Radial to "GD" CL
BD 10	8' Dia & 6' Dia	22'-6" Lt & See Bt "A" & "B" 7	Radial to "A" & "B" CL

LEGEND:
CL = Center Line

PROVED:

IDGE ENGINEER

ST. STATE HIGHWAY ENGINEER

TATE HIGHWAY ENGINEER

ESIGNED..... CHECKED.....

RAWN..... CALC. BOOK.....

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

EAST MARQUAM INTERCHANGE

DATE..... BRIDGE NO. 8590

ACCOMPANIED BY DWGS.....

SHEET..... OF.....

DRAWING NO. 18426

RECEIVED
DEC 21 1962

FOR FILING
I-5-6(41)301
6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
December 18, 1962

SUBJECT: East Marquam Interchange Section

To: Mr. G. S. Paxson
Deputy State Highway Engineer
State Highway Building
Salem 10, Oregon

Reference is once more made to the problem involved in the construction of this structure in connection with the removal of the Portland Traction Company facilities. Two separate estimates accompany this letter and either one of them, if approved, replaces the single estimate submitted on December 11, 1962.

You will recall that the estimate submitted on December 11 did not contain all the costs. For instance, we did not include the cost of constructing a temporary warehouse for the use of the several companies during the period that their buildings were being moved. We also did not include the cost of moving a P.G.E. pole line.

Estimate number one enclosed contemplates moving the same buildings that were to be moved on the December 11 estimate. It contains $26,500 additional for the cost of a warehouse to be located on a loading dock immediately south of S. E. Clay Street. You will note that this is not the same location proposed for the temporary building in the December 11 estimate. However, consultation with Mr. Adams of the Portland Traction Company led to this choice as being both preferable and less expensive. This estimate also contains some of $13,000 estimated to be the cost to the State for moving a P.G.E. transmission line in the vicinity of the proposed new location of the Pioneer Carloading Company and the Flynn Forwarding Company. Other minor additional costs not included in the December 11 estimate increase this new estimate to a total of $374,300.

Estimate number two, also included, is the same as estimate number one except that under this estimate we leave the locomotive shop in its existing position and overbuild it with the structure. This estimate contains $12,600 as the cost of making this Locomotive Repair Shop fire-resistant, and totals $353,300.

I would like to add a further comment about this fire-resistant feature. The top of the Locomotive Repair Shop is approximately 40 feet below the bottom of our structure. Furthermore, the building codes

would not require the protection contemplated, and we believe that we could safely leave the building just as it now exists. We also feel that the $9,300 estimated for providing fire resistance to the Pacific and Atlantic Shippers warehouse is unnecessary and would be waived if an appeal was made to the Fire Appeals Board. If these two fire items were eliminated, the estimate would be reduced to $331,400.

As I advised you by phone, the property that we propose to acquire for the Flynn Forwarding Company is now occupied by another transport company (Risberg Truck Line). This company does not use railroad facilities. The property that we propose for the Pioneer Loading Company is now a part of the City of Portland storage yard for impounded cars.

These areas are the only ones we could find that would be agreeable with the companies involved and with Mr. Adams, except for P.G.E. property which I am told we cannot acquire. No one (as far as I know) has contacted either the City or Risberg on this matter.

After you have studied these estimates and the various proposals contained therein, we believe that it would be in order to have a meeting between the parties involved, try to iron out some of the rough edges, and come up with a set program for handling the problem.

A copy of Resident Engineer Sturmer's report is also enclosed.

F. B. Klaboe
Metropolitan Engineer

FBK:sb

Enclosure

cc: Mr. Frank Morgan
Mr. Ivan Merchant

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DEC 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—SOH—10-62 44629

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
December 17, 1962

To: Mr. Fred B. Klaboe
Metropolitan Engineer
O F F I C E

SUBJECT: Revised Estimates
Estimated Cost of Building Removal
East Marquam Interchange
Prefix: 26-1468

Submitted herewith are revised estimates for two possible alternate plans for the removal of Portland Traction Company and Portland General Electric Company buildings from under the East Marquam Interchange. These two estimates replace the single one submitted on December 11, 1962.

The two estimates differ in that No. 1 moves the locomotive repair shop and No. 2 leaves the locomotive shop in place as explained later in this letter.

The main changes from the single estimate submitted on December 11th are the building of a temporary warehouse to house user companies during the moving of buildings, the moving of the P.G.E. pole line, and some additional foundation and removal costs.

The temporary warehouse, measuring approximately 28 X 200 feet, is placed over the 18 foot railroad loading dock immediately south of S.E. Clay St. Mr. Adams of the P.T.C. now prefers this location. A small office with two washrooms has been placed in the north end. Construction is the cheapest that will meet Portland Traction needs and pass building code requirements. No removal cost is included as the salvage value should cover that.

The Portland General Electric pole line revision is approximately 1300 feet long with a total of 16 poles involved of which 7 are on private property. The total revision cost has been estimated by P.G.E. at $30,000 of which $13,000 would be reimbursible.

The additional foundation costs are for wood stringers and planking in that part of the Pacific and Atlantic Shippers building over water. This was omitted from the original estimate. The removal costs are mainly for removing existing reinforced concrete foundations.

The difference of estimate No. 1 and No. 2 is explained below.

The moving of the locomotive repair shop would practically eliminate the usefulness of the loading dock to the west. Much of the track serving the dock on the east side would also be of little value. The right of way department has estimated the total damage at $8,500. Estimate No. 1 includes the above damage item.

If the locomotive shop could remain under the structure and given the necessary "fire-proofing" to protect the highway structure, there would be a saving of approximately $21,000. This is based on $20,100 for moving, foundations and meeting code requirements for a one hour building, $5,000 for storage building which could remain in place and $8,500 for the above mentioned loading dock, less $12,600 for "fire-proofing" such as sprinkling, etc. Estimate No. 2 based on the above $21,000 saving.

The $8,500 damage to the loading dock was not included in the original estimate as a Southern Pacific Company map shows the track in question as being removed and Portland Traction Company officials intimated that the dock was to be removed. In later conversations Mr. Adams said the dock may be repaired.

Dale E. Sturmer

Dale E. Sturmer
Locating Engineer

DES/cp

Enc.

#1

Estimate For Moving or Purchase of Buildings
From under East Marquam Interchange

#1 "(Moving Locomotive Repair Shop)

Equip	Area ft²	Mov. ¢	Temporary Building	Foundation, etc.	Util
Portland Electric Co.					
Pacific Am. Shipyards	F.S. 0²	$ 12,000.		2,100 11,000 23,400	$ 36
Pioneer Eng. Mfg. Co.	7,000²	11,00			20
Flynn Foundry Co.	5,000²	5,000			12
K.T.Co. Crane 25 Ton	1,400²	10,000			6
Locomotive Shop	T.S.	7,000			1
Snow Plow Shed					
Carpenter Shop					
Storage Building					
Warehouse (Temporary)			26,500		
Totals		$ 45,000	$ 26,500		$ 8

* Includes damage to loading dock

Dale E. Sturmer Loc. Engr.
12 17 -

...thop) ...ail	Utilities	Maint. & Traffic		R/W	Contr. jnt Purchase	1-Hr. fire Restrictive	Yard Plant	P.G.E. Telephone	Total
...) ...)	$ 36,700	2,200 4,600 65,100	$ 7,300			$ 9,300	$ 12,700		$ 142,300
	20,100	7,250		11,300			6,000	6500	62,150
	17,800	7,250		42,500			3,900	6500	85,950
	6,300								16,300
	7,500	10,400*				3,100			28,600
					$ 3,000				3,000
					4,500				4,500
					5,000				5,000
									26,500
	$ 88,400	$ 96,800		$ 56,800	$ 12,500	$ 13,000	$ 22,300	$ 13,000	$ 374,300

Estimate for Purchase of Buildings

Portland General Electric Co.

#1

Building	Purchase
Garage	$ 104,000
Office Stall	4,300
Welding Shop	15,000
Radio Laboratory	No Treatment

Dole E. Sturman Loc. Engr
12-17-62

		Total
		$ 104,000.
		4,300
		15,000
Portland General Electric Co.	Total	$ 123,300
Portland Water Co.	Total	374 300
	Total #1	$ 497,600

#2

Estimate for Moving or Purchase of Buildings
From under East Multnomah Interchange
#2 (Leaving Locomotive Repair Shop in

Building	Area ft²	Moving	Temporary Buildings	Foundation, etc.	Utilit.
Portland Tractor Co.					
Pratt & Atwood Shipyards	15,300	$ 12,000		2,100 11,000 <3,400 } $	36
Pioneer Carbonating Co.	7,000	11,000			20,1
Flynn Forwarding Co.	5,000	5,000			17,8
P.T. Co. Office 2 Story	2,400	10,000			4,3
Locomotive Shop	7[illegible]2				
Snow Plow Shed					
Carpenter Shop					
Warehouse (temporary)			26,500		
Totals		$ 38,000	$ 26,500		$ 80

Dale E. Sturmer Loc. Engr.
12-17-62

(...age in Place)

...tion,	Utilities	Moving R.R. Tracks		R/W	Outright Purchase	1-Hr. fire Resistance or Fire Protection	Yard Paving	P.G.E. Relocation	Total
	$ 36,700	2,200 4,600 65,100	$ 71,900			$ 9,300	$ 13,400		$ 142,300
	20,100	7,250		11,300			4,000	6,500	62,150
	17,800	7,250		45,300			3,300	6,500	85,950
	6,300								16,300
						12,600			12,600
					$ 3,000				3,000
					4,500				4,500
									26,500
	$ 80,900	$ 86,400		$ 56,800	$ 7,500	$ 21,900	$ 22,300	$ 13,000	$ 353,300

Estimate for Purchase of Buildings

Portland General Electric Co.

#2

Building	Purchase
Garage	$ 104,000
Office Sta "L"	4,300
Welding Shop	15,000
Radio Laboratory	No Treatment

Dale E. Sturmer Loc. Engr
12-17-62

		Total
		$ 109,000
		4,300
		15,000
Portland General Electric Co.	Total	$ 123,300
Portland Gas & Coke Co.	Total	353,300
	Total #2	$ 476,600

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5-6 (11) 301
6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1962

To: MEMO TO FILE

SUBJECT: East Marquam Bridge Approach
Russell St.-Curry Street Section
Pacific Highway
Multnomah County
R/W File 28365

The status of our negotiations with the Portland Traction Company for the crossing of its yards by the east approach to the Marquam Bridge, as of this date, is as follows:

The Portland Traction Company is now jointly owned by the Southern Pacific Company and the Union Pacific Railroad Company. Mr. Kendrew of the Southern Pacific Company is handling the negotiations. We have discussed with him and with officials of the Portland Traction Company the two alternates, namely, overbuilding the existing facilities and allowing them to continue in use; or, removing all buildings and other facilities except railroad tracks and vehicular crossings. The overbuilding alternate is very unacceptable to the railroad companies because of the federal restrictions which are imposed upon the continued used of the property.

Our original estimate showed a material saving by overbuilding, approximately in the amount of $210,000. This is shown in a letter from Mr. Jean Ewen to Mr. Wright, dated December 5, 1962. Later estimates have reduced this figure to a nominal additional cost of approximately $6,000, as shown in the estimates given in my letter to Mr. A. W. Parsons, dated December 14, 1962. This letter was discussed with Mr. Parsons and Mr. Brooks on December 14 and they have indicated their approval of the plan which would remove all of the Portland Traction Company's buildings from underneath our structure and have further indicated that they could approve this scheme locally without referring to higher authority. The details of the proposed moving and rearrangement are shown on the Southern Pacific Company's drawing P-18036-F, revised August 22, 1962, a copy of which is attached.

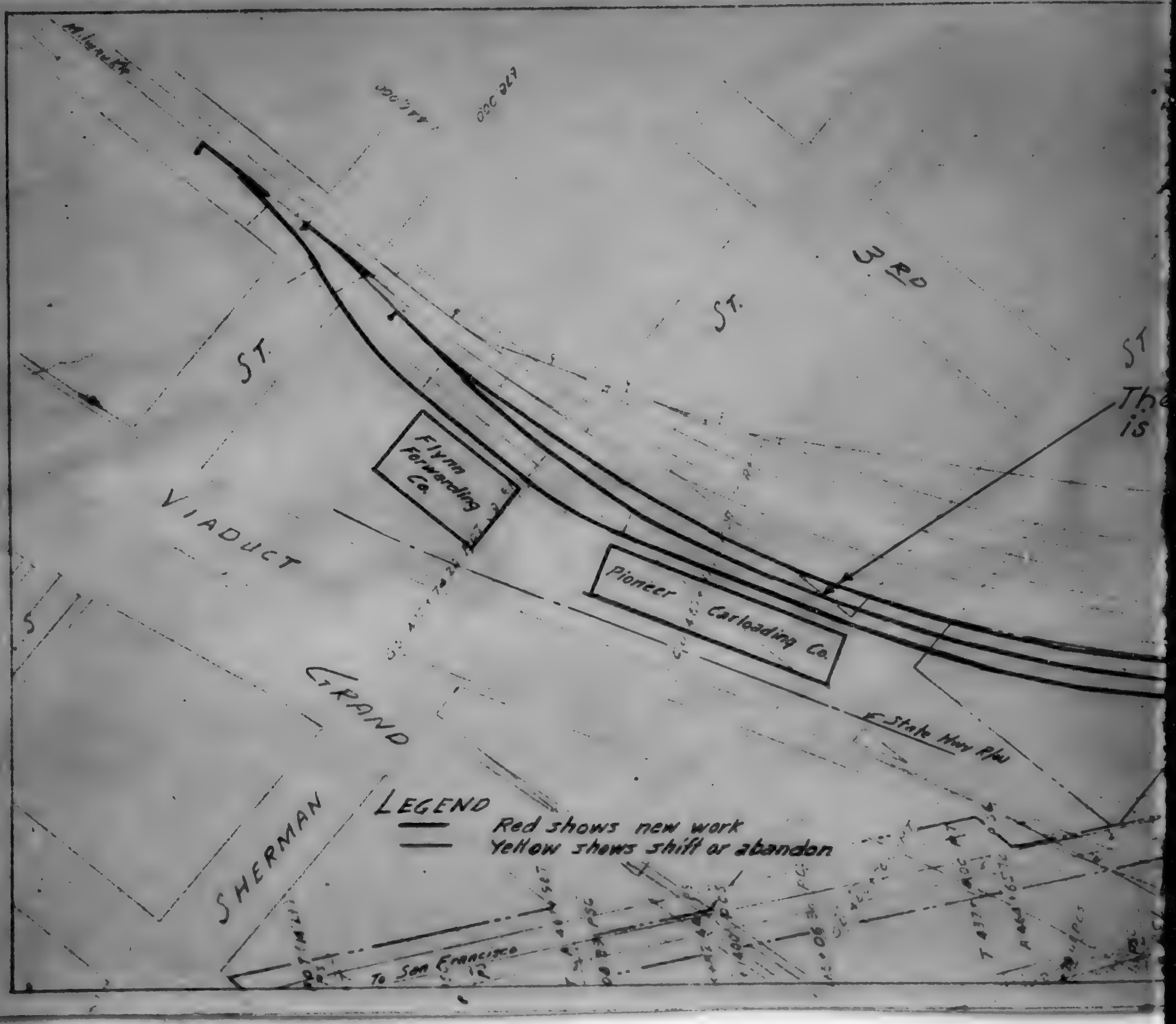
Prior to abandoning the overbuilding plan, we conferred several times with the Bureau of Public Roads (Mr. Dec and Mr. Brooks) and the minimum control upon the use of the property underneath the viaduct is given in the attached form of easement in items 1 to 7. The local Bureau office advised that they could not give final approval

of these restrictions as the matter would have to be referred to Washington if overbuilding were to be done.

I am attempting to get a meeting arranged with the representatives of the San Francsico office of the Southern Pacific Company to meet with us on the ground to see if the matter cannot be finally decided.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.


Milwaukee
3RD
ST.
ST.
ST
VIADUCT
Flynn Forwarding Co.
Pioneer Carloading Co.
GRAND
SHERMAN
E State Hwy Rte
LEGEND
Red shows new work
Yellow shows shift or abandon
To San Francisco

51

The cost of constructing these two tracks is not included in the estimate

Carpenter Shop
25'
Locomotive Shop
P.T. Storage Bldg.
P.T. Snow Plow Shed
52' R/W Line
To Portland

PORTLAND DIV'N
DRAWING P-18036-A
SHEET NO. 1

Harbor Line

Pioneer Co.

Atlantic & Pacific Shippers

Flynn Stevedoring Co.

P.T.Co. Offices

State Hwy R/W

HAWTHORNE

SOUTHERN PACIFIC COMPANY
MAIN LINE

EAST PORTLAND
Relocation of Buildings
by State of Oregon

Scale 1"=100' L&N Aug. 2, 1962
Rev. Aug 22, 1962

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477 Cottage Street N.E.
Salem, Oregon

December 17, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon I-5-6( )301
East Marquam Interchange

Mr. Paxson's letter, dated December 14, requested our concurrence in a proposal to remove building improvements which would be under the East Marquam Interchange structures rather than make an attempt to build over these buildings.

The State has estimated that the costs to purchase and clear the buildings now owned by the Portland Traction Company would be in the vicinity of $316,000. A plan to leave the building improvements in place and take the necessary steps to protect the freeway structures from possible damage is estimated to cost about $310,000.

This will confirm our verbal approval given to Mr. Paxson on Friday, December 14, 1962, of the plan to clear the building improvements.

The State is to be commended for their efforts in arriving at an equitable solution for a very difficult problem.

RECEIVED
DEC 18 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Wright
copy To Young
12-18-62

NOTED
R. L. PORTER

December 14, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Re: East Marquam Bridge Approach
Russell Street-Curry Street Section
Pacific Highway, Multnomah County
Right-of-Way File 28365

The Marquam Bridge over the Willamette River in Portland is a part of I-5 and connects the completed section entering Portland from the south to section now under contract to the north. The river piers for this bridge are now under contract. The orderly progress of work requires that both east and west approaches and the main bridge superstructure be placed under contract early in 1963.

The east approach of the Marquam Bridge crosses the yard and terminal facilities of the Portland Traction Company in the area in which they interchange freight movements with the Southern Pacific Company lines. There are three warehouse buildings owned by the Portland Traction Company which are under lease to freight-forwarding companies and from whom the Traction Company derived a considerable portion of its total freight revenue. It will be necessary that these warehouses continue in operation either by leaving them in place and building the freeway over them or by moving and re-establishing in another location. There is the main office building of the Portland Traction Company and a locomotive repair shop which are in the area which will be occupied by our approach viaduct. In addition to these major buildings, there are three small buildings which can be eliminated.

The State has considered two alternates: (1) To leave the buildings in place and arrange our span lengths and column positions so that the viaduct can be carried over them; (2) To purchase

right of way and move these buildings to other locations.

The Portland Traction Company, which is now jointly owned by the Southern Pacific Company and the Union Pacific Railroad Company, is very much opposed to the overbuilding scheme as this would involve so many restrictions upon the use of the property in compliance with interstate highway rules for such overbuilding and also because the presence of our columns even with the most advantageous positioning will cause considerable inconveniences.

We have estimated as nearly as possible the comparative costs of the two schemes and have come up with the following:

Portland Traction Company Yards

Comparative Estimates of Cost of Overbuilding Facilities and Purchase of Right of Way and Moving Buildings

Overbuilding Plan

Easement cost and damage to remainder	Unknown
Fireproofing 4 buildings	$ 60,200
Rebuild chimney of office building	2,000
Revise service tracks	25,000
Added construction cost (long spans over buildings)	223,000
	$310,200

Purchase and Clear Right of Way Plan

Purchase of land for re-establishment of two warehouses	$ 56,800
Move three warehouses, engine house, and office and re-establish	136,200
Rebuild tracks to serve buildings	88,300
Replace vehicular roadways	22,300
Purchase three small buildings	12,500
	$316,100

You will note that in the Overbuilding Plan we have not been able to even estimate the cost for the easement and the damage to the remaining property. Unquestionably, this will be a

rather major sum, but, even leaving this out of the overbuilding costs, it would appear that the difference in cost is smaller than the probable error in the estimates. The major item of cost in the Overbuilding Plan, $223,000 additional construction cost, is caused by the span lengths and column locations necessary to clear the building, and provide room for vehicular and rail service. These estimates are comparative only and do not include any other costs for track rearrangement that would be common to either of these plans.

In view of the relatively small difference in cost and the fact that the Railroad Company has objected so strongly to the overbuilding plan, we would recommend that we proceed with the acquisition of the right of way and the clearing out of the building improvements. In our opinion, the small additional cost is completely justified in order to provide a clear and unencumbered right of way.

We are running a little short of time in getting this project ready and your early consideration would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

O. S. Pearson
Deputy State Highway Engineer

OSP:hlh

cc Forrest Cooper
R. L. Porter
Lloyd P. Shaw
W. T. Wright
L. H. Young
C. H. Maison

FORM E-90 COM 8-62 43008

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
December 11, 1962

SUBJECT: Estimated Cost of Building Removal
East Marquam Interchange
East Bank Freeway
Prefix: 26-1468

To: Mr. G. S. Paxson
Deputy State Highway Engineer
State Highway Building
Salem 10, Oregon

Enclosed find an estimate of the cost of moving the Portland Traction Company buildings, prepared by Mr. Dale Sturmer of this office.

If you need any other information in connection with this problem, please advise.

For your information, we could, in about a weeks time, prepare an estimate of the cost of replacing the Portland Traction Company buildings with equal or better buildings at the locations shown on the accompanying sketch map.

F. B. Klaboe
Metropolitan Engineer

FBK:sb

Enclosures

cc: Mr. Ivan Merchant

FORM E-90 EDM 8-62 40000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
December 11, 1962

SUBJECT: Estimated Cost of Building Removal
East Marquam Interchange
East Bank Freeway
Prefix: 26-1468

To: Mr. Fred B. Klaboe
Metropolitan Engineer
O F F I C E

Submitted herewith is the estimated cost of a possible alternate plan for the removal of the Portland Traction Company and Portland General Electric Company buildings from under the East Marquam Interchange.

The following supporting data is included:

1. Summary of Estimate of Cost
2. Letter from LeBeck and Son giving estimated cost of moving certain buildings
3. A 100 scale sketch map showing the location of the present buildings and the suggested sites to which they be moved

The Portland Traction Company buildings which are essential for the operation of their railroad facilities are listed as being moved to new locations. It is recommended that small auxiliary buildings be purchased outright. All Portland General Electric buildings are shown as being purchased with the exception of the radio laboratory which will be approximately 15 feet from the edge of the structure. It is believed that this building might be permitted to remain in place without treatment for the life of the building.

Portland Traction Company buildings to be moved:

Pacific and Atlantic Shippers

Pioneer Carloading Company

Flynn Forwarding Company

Portland Traction Company Office

Locomotive Repair Shop

The locations to which the above buildings might be moved are shown on the attached sketch map. This map has been prepared by the local office of the Southern Pacific Company and is based on a similar plan furnished to them by this office. According to Mr. Kindrew of the Southern Pacific Company, the map has not been presented to higher Southern Pacific officials for approval.

The cost of moving each building is shown on the summary. A few notes follow about each item.

Moving -- This is based on the attached letter from LeBeck and Son, except for cost of moving the locomotive repair shop, which is to be moved 70 feet to the northwest. I have estimated the cost on this shift based on those submitted by LeBeck.

Foundation, Utilities, Etc. -- This includes the cost of constructing new foundations similar to the present ones. One corner of the Pacific and Atlantic Shippers would extend out over the Willamette River and would need to be on piling. Utilities includes the connecting of the plumbing to sewers, water and electrical connections, heating plants, et cetera.

Railroad Tracks -- This item is for the revision or the construction of new tracks to serve the Portland Traction Company buildings in their new locations. Part of the double track serving the Pacific and Atlantic Shippers building would be on a trestle over the Willamette River, the cost of which was estimated by the Bridge Department. The cost of railroad tracks does not include any track changes or additions due to columns in the railroad yards.

Right of Way -- Right of way costs are only for that property needed for the new locations of Pioneer Carloading and Flynn Forwarding Company buildings at S. E. Union Avenue and S. E. Sherman Street.

Outright Purchase -- This item is the estimate value of the small auxiliary buildings which would be purchased and removed.

One Hour Fire Resistance -- According to the City of Portland building code, new or moved buildings in Fire District #2 which are within 100 feet of a steel structure must be of one-hour fire resistant construction. This item is to bring the Pacific and Atlantic Shippers building and the Locomotive Repair Shop to that rating by placing gypsum wallboard on the inside and outside of the exterior walls. No treatment for roofs of the two buildings has been included as it was the opinion of the City Building Department that the roofs would meet specifications. Pioneer Carloading and Flynn Forwarding buildings would be moved outside Fire District #2 and also would be adjacent to an all concrete structure.

Yard Paving -- This item is for paving in front of the buildings for truck manuevering and also for automobile parking.

P.G.E. Pole Line -- Approximately 1,000 feet of Portland General Electric transmission line may need to be moved between S. E. Caruthers Street and S. E. Grant Street immediately west of S. E. 4th Avenue. We have repeatedly asked P.G.E. for this estimate but due to the work load of the Columbus Day storm, they have been unable to give us a cost figure. Part of this line is on public property and part on private holdings. The cost of this utility move is not included in the estimate.

The treatment and the estimated cost for each building is listed below.

Portland Traction Company Buildings

1.	Pacific and Atlantic Shippers - Move and bring to one hour fire resistance	$134,700
2.	Pioneer Carloading Company - Move to S. E. Union Avenue and Sherman Street	54,550
3.	Flynn Forwarding Company - Move to S. E. Union Avenue and Sherman Street	78,650
4.	Portland Traction Company Office - Move across railroad tracks to north. Preliminary examination indicates it would meet one hour fire resistance specifications	16,000
5.	Locomotive Shop - Move 70 feet to northwest and bring to one hour fire resistance	19,700
6.	Snow Plow Shed - Purchase	3,000
7.	Carpenter Shop - Purchase	4,500
8.	Storage Building - Purchase	5,000

Portland General Electric Company

1.	Garage - Purchase	104,000
2.	Station "L" Office - Purchase	4,300
3.	Welding Shop - Purchase	15,000
4.	Radio Laboratory - This building is approximately 15 feet from the edge of structure, so no treatment for this building has been included	
	TOTAL	$439,400

The above total does not include cost of moving P.G.E. pole line.

The above estimates are very approximate and should be used only as a general comparison with the cost of the buildings remaining under the structures and given fire protective treatment.

The figures do not include any right of way costs for Portland Traction Company or Portland General Electric Company property, light and air damages, or Kindred damages. These, I believe, should come directly from the right of way department.

The problem of keeping the forwarding companies in operation during the time of building moving operations has been discussed with Mr. Adams of the Portland Traction Company. He suggested that a temporary building be erected in the area immediately west of the locomotive repair shop. The area would need to be cleared of existing facilities, temporary warehouse and offices constructed, tracks realigned to serve the warehouse and tracks removed or otherwise taken care of so that truck access is available. After the facility is no longer needed, some restoration to its original condition would be needed although according to the Portland Traction Company, they plan some changes in this area.

An alternate plan is the delaying of the demolition of the west end of the Holman Transfer building and constructing truck loading bays in the west end. Mr. Adams of the Portland Traction Company does not favor this plan.

Another suggestion made to Mr. Adams was that the user companies double up during the moving of the buildings. He did not favor this plan at all, but when the Columbus Day storm blew the roof off the Pioneer Carloading Company building, Pioneer moved into the Pacific and Atlantic Shippers building.

No estimate of cost for the providing of temporary quarters has been included because according to the right of way department, it is an improper change to the State to allow for such damages or inconveniences.

Dale E. Sturmer

Dale E. Sturmer
Locating Engineer

DES:sb

Enclosures

FORM S-20X—20M—8-62 40009

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1962

To: Mr. Walter T. Wright
Right of Way Engineer
O f f i c e

SUBJECT: File No. 28365-Portland Traction Company
Russell Street-Curry Street Section
Pacific Highway (Eastbank Freeway)
Multnomah County

Following it a chart showing the comparative estimates of cost under Plan A and Plan B with respect to the three parcels of land from the Portland Traction Company.

	PLAN A	PLAN B
Easement cost (3 parcels) from appraisal review (reviewed appraisals)	15,600	
Additional bridge construction cost from O. S. Paxon	140,000	
Sprinkling 4 buildings (Bridge Division)	48,600	
Metal roofs - 4 buildings (Bridge Division)	11,600	
Chimney extension on main office building	* 2,000	
Replace land for 3 warehouses located on Parcel 1		*175,000
Replace land for 3 warehouses and offices located on Parcel 1		*200,000
Replace land for engine repair shop located on Parcel 2		* 15,000
Replace engine repair shop building (Draper) located on Parcel 2		36,000
Replace trackage to serve replaced warehouses		* 10,000
Replace trackage to serve replaced engine repair shop		* 4,000
Replace gravel and asphalt roadways to serve replaced warehouses		* 5,000
Replace roadways to serve replaced engine repair shop		* 2,000
TOTALS	217,800	447,000
Excess land to be sold (2 tracts on east and west sides of Parcel 1).		* 20,000
	217,800	427,000

(*) Guess figures, based on discussions with owners and others.

John Eugen, Jr.
Reviewing Appraiser

JEJ:ja

Overbuilding Plan

OREGON STATE HIGHWAY DEPARTMENT

APPRAISAL REVIEW
original ☐ revision ☒

Date Dec. 5 1962
Area: P. 1 1.22 P. 2 0.9 P. 3 1.63
P. 4 ____ P. 5 ____ P. 6 ____
Access: No access to proposed structures, no restriction of existing access

File No: 28365
Name: Portland Traction Company
Section: Russell Street-Curry Street
Highway: Pacific (Eastbank Freeway)
County Multnomah

As of this date, the appraisals on this file are as follows:

Burnett	6-12-62	$18,500
Draper	6-11-62	18,661
Kolberg	6-11-62	17,000
Halstrom	6-11-62	17,500

I have examined the above appraisals. It is my opinion that the market value of the taking, including damages to the remainder, if any, is: $ See Below .

This review is made to reflect several recent changes in our proposal to take an easement over the three parcels in this file and overbuild the railroad facilities without damaging the railroad operation. Appraisers' assumptions mentioned in the June 18 and 25, 1962, reviews also apply to this review. The assumption that there is no damage to the railroad operation is the most important.

An itemization providing the reviewed amount according to the items considered by our appraisers appears as follows:

1. Legal and engineering costs: $1,000
2. Land to be occupied by columns and piers:

Bent numbers from Bridge Drawing No. 8590, dated 11-20-62	Area of columns and piers plus 3' all around	
D 15	161	square feet
C 15	161	
CA & BD 1	308	
CA & BD 2	154	
	784	sq. ft. at $1.50
Parcel 1 total		$1,176
A & B 3	308	
A & B 4	308	
A & B 5	154	
A & B 6	154	
	924	sq. ft. at $1.00
Parcel 2 total		$924
BD 3	308	
CA & BD 4	462	
CA & BD 5	462	
CA & BD 6	308	
1/2 column on S. P. Co. R/W	77	
CA 8	161	
	1,778	sq. ft. at $1.00
Parcel 3 total		$1,778

3. Buildings:

Two small sheds west of Flynn Fuel. Co. shed.	1,000
Streetcar-snowplow shed (South of Sta. CA 451)	2,300
Carpenter shop and storage building (on AB line)	3,500

original ☐ revision ☒

Date Dec. 5 1962
Area: P. 1 1.22 P. 2 0.9 P. 3 1.63
P. 4 ____ P. 5 ____ P. 6 ____
Access: No access to proposed structures, no restriction of existing access

File No: 28365
Name: Portland Traction Company
Section: Russell Street-Curry Street
Highway: Pacific (Eastbank Freeway)
County [redacted]

As of this date, the appraisals on this file are as follows:

[redacted]	6-12-62	$18,500
[redacted]	6-11-62	18,661
Kolberg	6-11-62	17,000
Walstrom	6-11-62	17,500

I have examined the above appraisals. It is my opinion that the market value of the taking, including damages to the remainder, if any, is: $ See Below .

This review is made to reflect several recent changes in our proposal to take an easement over the three parcels in this file and overbuild the railroad facilities without damaging the railroad operation. Appraisers' assumptions mentioned in the June 18 and 25, 1962, reviews also apply to this review. The assumption that there is no damage to the railroad operation is the most important.

An itemization providing the reviewed amount according to the items considered by our appraisers appears as follows:

1. Legal and engineering costs: $1,000
2. Land to be occupied by columns and piers:

Bent numbers from Bridge Drawing No. 8590, dated 11-20-62	Area of columns and piers plus 3' all around	
D 15	161	square feet
C 15	161	
CA & BC 1	308	
CA & BC 2	156	
	784	sq. ft. at $1.50
Parcel 1 total		$1,176
A & B 3	308	
A & B 4	308	
A & B 5	154	
A & B 6	154	
	924	sq. ft. at $1.00
Parcel 2 total		924
BC 3	308	
CA & BC 4	462	
CA & BC 5	462	
CA & BC 6	308	
1/2 column on S. P. Co. R/W	77	
CA 8	161	
	1,778	sq. ft. at $1.00
Parcel 3 total		$1,778

3. Buildings:

Two small sheds west of Flynn Fuel Co. shed.	1,000
Streetcar-snowplow shed (South of Sta. CA 451)	2,300
Carpenter shop and storage building (on AB line)	3,500

Reviewing Appraiser
(OVER)

Extra Copy

3. Buildings (Continued)
Two gasoline tanks, piping and canopy (pump is personal property)
$800

One bay at east end of Pioneer Carloading Company warehouse (240 square feet whse, 240 square feet office) $9,000

4. State to fireproof other buildings - - -

5. Damages to Buildings:
Portland Traction Co. office building entry will be eroded
$100

Total	$15,378
Rounded	$15,600

It is assumed under this review that the State will relocate the ramp and replace the east wall of the Pioneer Carloading Company warehouse as a part of the highway construction contract as well as remove the east bay of this building. Three columns, eight feet in diameter at the base, may encroach into Portland Traction Company property from their assumed location on the Southern Pacific Company R/W. These columns appear close to the property line at Bents BD 8, A & B 6 and A & B 7. If it is determined that these columns with three feet of space around them encroach upon the subject property, additional compensation should be provided at the rate of $1.00 per square foot for the over lap. The final figure should be rounded to the nearest $50. It has also been assumed that the loading dock at Bent A & B 3 will be relocated as a part of the State's truck adjustment proposal. This loading dock has not received much use in recent years.

Juan Tilan, Jr.
Reviewing Appraiser

JTJ:jc

RECEIVED
DEC 3 1962

FOR FILING
Genl
Eng
Bridge Portland

E Ba To
Spec

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1962

SUBJECT: East Marquam Interchange
Portland Traction Company and
Portland General Electric Company
R/W Sketches

To: Mr. Leonard I. Lindas
Chief Counsel
OFFICE

Attention: Mr. Frank McKinney
Staff Attorney

Portland Traction Co

As requested by you in Mr. Parson's office this morning, I am sending you six prints each of Drawing Nos. 18426 and 8590-AA.

Three prints of Drawing 18426 have been colored in green and yellow to indicate right-of-way areas to be purchased from the Portland Traction Company and Southern Pacific Company, respectively. Three prints of Drawing 18426 are colored in blue and indicate areas to be purchased from the Portland General Electric Company. Three prints of Drawing 8590-AA indicate the elevations of the structures with the buildings which will be under the completed structures colored in green. The buildings indicated in the green color are these buildings under the control of the Portland Traction Company. Three prints of Drawing 8590-AA indicate the elevation and buildings on PGE property with the buildings being colored in blue.

Please advise if there is anything further that you need from this office to further the agreements with the Railroads and Traction Co. in this area.

Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached

cc: Mr. P. M. Stephenson

RECEIVED
NOV 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

LeBeck & Son
heavy moving engineers

4536 S. E. Belmont
Portland 15, Oregon
BE 4 7291 - area code 503

November 21, 1963

Oregon State Highway Commission
5021 N. E. Glisan St.
Portland, Oregon

Attention: E. V. Jackson
Right of Way Room 31

Gentlemen:

We wish to submit the following bids:

MOVE ONLY:

1. Pioneer Carloading Warehouse, 1617 S. E. Water Avenue Portland, Oregon
189 ft x 40 ft to new location approx. one mile south of present location - - - - - $ 11,000.00

2. A concrete office Building- Portland Traction Co to new location and North and East approx. 250 ft. bid for moving only - - - - - - - - $ 10,000.00

3. Pacific Atlantic Shippers Inc warehouse - 20 S. E. Clay St. Portland, Oregon
240 ft x 80 ft spin to North and west of location bid for moving only - - - - - - - - $ 12,000.00

4. Corrugated Metal Warehouse attached to Portland Traction Co. Office Building - 50 ft x 100 ft. to new location one mile south of present location. bid for moving only - - - - - - - - $ 5,000.00

NOTE: all prices listed are EXCLUSIVE of foundations, detaching plumbing or connection of all facilities.

The moving would be done in a good workmanship manner. Contract for each move would be written on regular contract forms. Bids are based on regular work week schedule.

Thank you for the privilege of bidding on these buildings.

Yours truly,

LE BECK & SON

DLB/s

Donald L. LeBeck Jr. Pres/

RECEIVED
NOV 19 1962
FOR FILING

I-5-4(41)321
6526

Salem, Oregon
November 19, 1962

Mr. V. T. Wright
Right of Way Engineer
BUILDING

Russell Street-Curry Street
Section
Pacific Highway - Portland

On the right-of-way map covering the east approach to the Marquam Bridge are shown two parcels of property under your File 29603. These are parcels No. 2 and No. 3. Parcel No. 2 is in Block 47 and Parcel No. 3 is in Block 46.

These are very small areas and we have room to build our facility within the limits of S. E. Union Avenue and S. E. Division Street without taking these two small parcels.

Will you please eliminate these parcels from any consideration of taking.

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
cc Mr. I. B. Marchant

I-5-6(11)=1

6576

08-35.7

477 Cottage Street, N.E.
Salem, Oregon

November 9, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project U-156(11)
Marquam Bridge Ramps
File 29607 (L-4126) Herman A. Lowen

By letter, dated November 7, Chief Counsel Lindas requested approval of a proposed settlement in this case in the amount of $115,000. Previously we had withheld approval of a settlement of $117,350. The present proposal is still $8,800 over the review figure (corrected) of $106,200 and we believe this is a substantial amount. However, considering that the status of many thousands of dollars worth of equipment might become an issue we believe settlement is justified.

Paragraph 5j(8)(a) of PPM 21-4.1, dated December 30, 1960, requires, in addition to describing his reasons for the settlement, the State's legal counsel to explain his differences, if any, with the reviewing appraiser. Approval to settle the case for $115,000 is hereby given, subject to the chief counsel documenting the file with such an explanation.

Sooner or later the doubtful status of certain classes of equipment will have to be resolved and we trust the State will try one of these cases at an opportune time.

RECEIVED
NOV 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Lindas
11-13-62

NOTED
R. L. PORTER

RECEIVED
OCT 24 1962
FOR FILE

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 19, 1962

A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

Oregon Project U-156(11)
Marquam Bridge Ramps
Parcel 29607 (L-4126 Herman A. Lowen)

By letter, dated September 26, 1962, we advised that a proposed settlement of $117,350.00 substantially exceeded $106,200.00 (corrected review). For this reason we could not approve Federal participation in the proposed settlement.

Subsequently Chief Counsel Lindas has asked us to reconsider our decision. He has submitted a copy of a letter from the owner's attorney, Mr. George W. Mead. Mr. Mead indicates that the proposed settlement was worked out in an attempt to salvage a portion of a tenant's business by moving it onto the remaining portion of the property. Under the present law the cost of moving personal property is not eligible for Federal participation. The tentative law, if enacted, will provide relocation payments where authorized by State laws.

We can appreciate Mr. Lindas' concern that the property owner's attorney may attempt to get the tenant's personal property classified as real property and thus made a major issue in a court case. This problem is one that we will undoubtedly encounter many times in the future in the Portland urban area. It is our understanding that the tenant's lease expires at the end of this year and therefore we would be in a more favorable position in this case than we might be where the owner's personal property was at issue. We are still of the opinion that the proposed settlement substantially exceeds the review appraisal. Unless the owner's attorney wishes to recognize that the present law does not provide compensation for moving personal property and thus lower his demands it appears that condemnation action will be required.

original To Lindas
10-23-62

NOTED
R. L. PORTER

FORM E-30 REM 8-62 45908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
November 5, 1962

SUBJECT: Fremont Bridge
Baldock Freeway Section
East Bank Freeway

To: Mr. G. S. Paxson
Deputy State Highway Engineer
State Highway Building
Salem, Oregon

Herewith a copy of a letter under the signature of Dale F. Gilman, Chief, Bureau of Fire, City of Portland. This letter is in reply to Mr. Sturmer's request for clarification of the Portland fire rating and distribution of equipment.

While this does not constitute what you had desired as a statement of what constituted a "fireproof building", it does lend strength to Mr. Sturmer's proposal for the installation of sprinklers. You will notice that Chief Gilman also recommends the installation of a fireproof roof beneath the highway structures.

Lloyd P. Shaw
Metropolitan Engineer

LPS/cp

Enc.

CC: Frank D. Morgan
Dale E. Sturmer

RECEIVED
NOV 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV - 7 1962
OREGON
STATE HIGHWAY COMMISSION

November 2, 1962

Dale E. Sturmer,
Locating Engineer,
State Highway Department,
5821 N.E. Glisan St.,
Portland 13, Oregon.

Dear Mr. Sturmer:

With regard to your East Marquam Interchange problem and in reply to your letter of October 25, 1962, I give you the following information:

The fire defenses of larger cities in the U.S. are graded into insurance Classes 1 through 10 by the Grading Engineers of the National Board of Fire Underwriters to determine the relative capability of the city to protect itself from fire. Portland has a Class 2 rating. No city in the United States has ever achieved a Class 1 insurance rating. Portland is considered to have a relatively strong fire defense system.

The buildings situated under the East Marquam Interchange are located in what we consider a "high value" area. As a matter of standard operating procedure we always dispatch a heavy fire fighting assignment on all alarms of fire in "high value" districts. In this particular location our running card assignment calls for the dispatch of 4 engine companies, 2 truck companies, 1 squad (special equipment unit), 1 fireboat, 1 rescue company, 1 Assistant Chief, and 1 Battalion Chief. This provides for a total manpower of 42 men on the first alarm.

The experience with sprinkler systems in the fire protection field has been very successful. This is evidenced by the extremely beneficial ratings sprinklered structures have received from insurance underwriters. It is generally acknowledged in the fire protection field that approved automatic fire sprinklering systems can be expected to extinguish or control fire in 96% of all fire incidents involving sprinklered risks. Sprinkler failures (Approx. 4%) are in most cases associated with <u>HIGH HAZARD</u> occupancies. In the matter of exterior protection, we strongly advocate metal roofing with metal flashing at gutter lines on all buildings located beneath steel or concrete highway structures.

With the fire protection features above outlined and with the strong city fire fighting forces routinely committed to this area, it is very unlikely that a fire originating in or around the structures in question would burn out of control and cause damage to overhead highway construction.

Exceptions to the foregoing might include water failure due to earthquake or a radical dissipation of our fire fighting forces due to State or National emergency. We also recognize that most Freeway structures and buildings beneath are at the peril of gasoline tanker and explosive carrier fires which frequently present large and difficult control problems.

Very truly yours,

Dale F. Gilman

DALE F. GILMAN
Chief, Bureau of Fire

DFG:eh

COPY

Estimate For Moving or Purchase of Buildings From under East Marquam Interchange

Building	Area sq. ft.	Moving	Foundations etc.	Utili...
Portland Traction Co.				
Pacific & Atlantic Shippers	15,300 □'	$ 12,000	5,500 23,600	$ 29,1
Pioneer Carbuilding Co.	7,600 □'	11,000		19,0
Flynn Forwarding Co.	5,000 □'	5,000		17,0
P.T. Co. Office 2 Story	2,400 □'	10,000		6,0
Locomotive Shop	7,200	7,000		7,1
Snow Plow Shed				
Carpenter Shop				
Storage Building				
Totals		$ 45,000.		$ 78,

Cut d...

Dale E Stahr Loc. Engr.
12-11-62

Tion	Utilities	Moving R.R. Trucks		R/W	outright Purchase	1-Hr. fire Resistance	Yard Paving	P.G.E. Pole Line	Total
}	$29,100	2,200 4,600 65,192 }	$71,700			$9,300	$12,700		$134,700
	19,000	7,250		11,300			6,000		54,550
	17,000	7,250		45,500			3,900		78,650
	6,000								16,000
	7,100	1,900				3,700			12,700
					$3,000				3,000
					4,500				4,500
					5,000				5,000
	$73,200	$88,300		$56,800	$12,500	$13,000	$22,300		$316,100

Estimate of this site

Cost does not include P.G.E. Pole line change

Estimate for Purchase of Buildings

Portland General Electric Co.

Building	Price
Garage	$ 104,000
Office Bldg.	4,300
Welding Shop	15,000
Radio Laboratory	No Treatment

For

Cost

Dale E. Sturmer Asst. Engr.

12-11-62

		Total
		$ 109,000.
		4,300
		15,000
Portland General Electric Co.	Total	$ 128,300
Portland Water Co.	Total	316,100
	Total	$ 439,400

do not include P.G.E. pole line change.

A. J. SNOW, MANAGER
LESTER L. LARGE, ASST. MANAGER

Oregon INSURANCE RATING BUREAU

DIVISION OF PACIFIC FIRE RATING BUREAU
721 SW OAK STREET · P. O. BOX 70 · PORTLAND 7, OREGON

Oct. 26, 1962

Mr. G. S. Paxon
Deputy State Highway Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

In compliance with our telephone conversation on October 25th, the following information is submitted to you:

In our schedules for rating buildings for fire insurance this definition is given for Class A (fire resistive buildings): "A Class A building is one having masonry walls, fire resistive floors, and a fire resistive roof, with all loads supported by an independent frame of metal or reinforced concrete or by approved masonry walls ---- and in which there are no combustible structural elements". An approved masonry wall shall be at least eight inches thick if of ordinary concrete or brick and at least six inches thick if of properly reinforced concrete.

Any deviations from the above definition would cause the building to be rated as Deficient Class A or as a building of lesser or poorer class, i.e. Class B or Incombustible.

I hope this answers your question. If you need any further information please feel free to call on us.

Yours very truly

OREGON INSURANCE RATING BUREAU

Bardy I. Shoemaker

B. I. Shoemaker, Surveyor

BLS/ms

RECEIVED
OCT 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 29 1962
OREGON
STATE HIGHWAY COMMISSION

FORM E-126

COMMISSIONERS
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GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

5821 N. E. Glisan Street
Portland 13, Oregon

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 25, 1962

Mr. Dale Gilman, Chief
Portland Bureau of Fire
Ankeny Street Fire Station
Portland, Oregon

Dear Mr. Gilman:

In the construction of the East Marquam Interchange over properties and buildings of the Portland General Electric Company and Portland Traction Company in the vicinity of S. E. Water Avenue and south of S. E. Clay Street, it may be economical to "fireproof" the buildings instead of moving them from underneath the structures.

As you may recall, I discussed this with you somewhat over a year ago and at that time you were of the opinion that sprinkler systems in the buildings with a metal protective cover over the roofs and with flashing into the gutters would be the best solution. I have been asked to make a report on the pro osed "fireproofing" including the effectiveness of the proposed method.

Mr. J. H. Riopelle, City Fire Marshall, has given me the State Fire Marshall's yearly reports and other data as to the effectiveness of sprinkler systems.

In addition to the sprinkler systems and the metal protected roofs, I understand that Portland has a very high fire rating and the subject property is in a high fire protective area which should greatly lessen the danger of a damaging fire to either buildings or structures. It also seems to me that the proximity of the Madison Street fire and boat station should also add greatly to fire protection facilities.

If if is practical to do so, I would greatly appreciate an official letter from you which I could incorporate in my report stating the class of fire protection Portland enjoys, how this rating compares with other cities, if the buildings are in a high protective area, and what would be the additional protective value of the proximity of the Madison Street truck and fireboat station. Any additional information along these lines would be helpful.

As I recall in my discussion with you on these buildings, you mentioned that the Fire Bureau would not permit a change of occupancy to a more

hazardous condition. If such a statement could be included in your letter, I believe it would be of great value to us.

Attached is a map showing the buildings in question. Some of the smaller ones may be moved (such as the welding shop and carpenter shop), although the "fireproofing" plan is adopted. However, these smaller buildings are shown on the map. The Madison Street fire station is also shown.

If any additional information is needed, please advise.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By Dale E. Sturmer
Dale E. Sturmer
Locating Engineer

DES/sb

Enc.

CC: G. S. Paxson
Lloyd P. Shaw

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OCT 29 1962
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STATE HIGHWAY ENGINEER

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OCT 29 1962
OREGON
STATE HIGHWAY COMMISSION

FORM E-20 10M 8-62 .41908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1962

To: Mr. Walter T. Wright
Right of Way Engineer
O f f i c e

SUBJECT: File No. 28365-Portland
Traction Company
East Marquam Interchange
Section
Eastbank Freeway
Multnomah County

The freight moved through the three transfer warehouses of the Portland Traction Company is not considered dangerous and does not appear to constitute a danger to our structures or the traffic that will be moving over them after they are erected over the top of the warehouses.

Mr. Tracey of the Flynn Forwarding Company and Mr. Kearns of Pioneer Car Loading Company said that occasionally they handle a few cases of small arms ammunition. Paint and paint products are a regular part of their business. Most of their chemical shipments are dyestuffs. The destination of nearly all of the freight is the retail stores and wholesale houses in the downtown Portland area. Paint products and small arsm ammunition are not considered to be dangerous. Much of the paint is water base paint and is not inflammable. None of it comes in containers larger than drum size. The largest volume of goods handled by these two companies would likely be described as being dry goods.

Mr. Jarvis of Holman Transfer Company said that his business was somewhat different from the business handled by Flynn and Pioneer but that Holman does not handle materials considered to be dangerous in the warehouse space that they lease from Portland Traction Company. Most of the freight moved through this building is retail grocery items including a substantial amount of candy, paper products, and soap. Holman often holds freight for several days whereas Pioneer and Flynn receive their shipments by rail at night, transfer the freight to trucks at night that in turn move out the next morning. Seldom is freight left on the floor of the warehouses during the day. Much of the freight moves directly from rail to truck without touching the warehouse floor.

Mr. Tracey referred me to his tariff schedule regulated by the Interstate Commerce Commission and quoted directly from it indicating certain types of freight that his company is not permitted to handle. Mr. Kearns said that Pioneer was similarly restricted. The quotation from

RECEIVED
OCT - 5 1962
RIGHT OF WAY

NOTED
W. T. WRIGHT

File No. 23365

Mr. Tracey appears as follows:

> "Ammunition and explosives as described in Sec. 72.5 under Class A & B respectively enumerated in 'List of Explosives & other dangerous articles' on page 3 to 23 of Agent H. A. Campbell's tariff #10, FF - ICC - #6.
>
> Also Sections 72.5 under Class A & B pages 4 - 23 of Agent T. C. George's tariff #13, FF - ICC #9.
>
> This information taken from Freight Forwarder's tariff ICC - FF #50, tariff #1 - A, Item 5000 - 5040."

Pacific and Atlantic Shippers Incorporated that occupied the north warehouse together with Holman have vacated the premises and moved to another location. Mr. Schlaf of Portland Traction Company told me that the Traction Company is in the process of negotiating leases with two new tenants that would handle freight forwarding business similar to Pioneer and Flynn.

Jean Ewen, Jr.
Reviewing Appraiser

JEJ:ja

cc Mr. L. I. Lindas

I-5-6(11)2d

4576

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 26, 1962

A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

Oregon Project I-5-6(11)2d
Sunset Interchange to Marquam Bridge Section
Oregon Project I-5-6(11)
East Marquam Bridge Interchange

Please refer to Chief Counsel L. I. Lindas' letters, dated September 7, 1962 and September 14, 1962 requesting our advanced review of proposed right-of-way settlements on Parcels 34075, 34076 and 29607, (L-4141, L-4007 and L-4121).

Parcel 34075 involves the Samuel Kaufman property on which the State secured appraisals of [illegible].00 and $9,[illegible].00. The State's review appraisal [illegible] the proposed settlement is $10,300.00. We agree that [illegible] that this settlement is borderline as to being substantially above the review appraisal. We will approve Federal participation in the settlement.

Parcel 34076 involves the Venia Shantz property on which the State secured appraisals of $10,[illegible].00 and $12,000.00. The State's review appraisal resolved the benefit of doubt in the landowner's favor with a review of $12,000.00. The proposed settlement is $13,250.00. We have reviewed the State's appraisals and the appraisal of Wm. W. Barendrick (for the property owner) in the amount of $14,800.00. The $14,800.00 appraisal includes sales data that is not comparable to the subject property. The difference between the review and the proposed settlement is considered substantial and we can not approve Federal participation.

Parcel 29607 involves the Herman Lowen property on which the State secured appraisals of $87,500.00 and $95,000.00. The review appraisal was for $95,000.00 plus trade fixtures in the amount of $12,721.00 or a total of $107,700.00. Several items of trade fixtures were incorrectly listed (State I.D. #1 and #145) and corrected the review would total $106,200.00. The proposed settlement is $117,350.00. After reviewing this case it is our conclusion that the increase of $11,150.00 represents a substantial increase over the State's appraisals. We can not approve Federal participation in the proposed $117,350.00 settlement. It is our recommendation that further negotiations be undertaken to secure a lower settlement.

original To Lindas
9-27-62

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AUG 31 1962
FOR FILING
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6576

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 29, 1962

A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

Oregon Project I-5-6(14)301
East Bank Freeway
Portland Traction Co. - Parcel 28365
Portland General Electric Co. - Parcel 28591
City of Portland - Parcel 28587

Right-of-Way Engineer Walter T. Wright's letter, dated August 15, 1962, requested Public Roads' review of alternate plans for acquisition of rights-of-way for overhead structures at the East Marquam Interchange. Plan "A" proposes to leave warehouse improvements under the approach structure with the State acquiring an air easement for the Interstate structure. Fee title would be taken for the structure piers. Plan "B" contemplates a fee taking with the State acquiring substitute lands for the property owners. The State's letter of April 28, 1961 indicated that your Construction Division favored acquiring an easement and leaving the warehouse improvements.

Our letter, dated May 8, 1961, a copy of which is attached, generally outlined the data needed in order for a comprehensive review to be made of this proposal. A preliminary review of the documentation of the two plans, which you have in your office, indicates that most of the information is available and could be readily prepared for transmission to this office. However, copies of the proposed easement, including appropriate language to insure the safety of the highway structure will be needed before a decision can be rendered.

We would expect the proposed easement to be so drawn as to prevent the manufacture or storage of highly inflammable, explosive or corrosive materials deemed to represent a potential fire or other hazard to the Interstate highway. We believe it is imperative that the easement should outline clearly the meaning of what is considered hazardous so that agreement may be reached by the State and Public Roads as to the provisions. For this reason we think that you should determine precisely the uses the present owners make of the property, ie., what types of materials are now stored in the warehouses or are likely to be stored in the course of their general usage as indicated by records for an adequately representative period of time within the past few years. The standards of the Oregon Underwriter's Board, or City Codes, pertaining to building construction and storage uses would also be pertinent information in determining whether the warehouse structures and their probable contents should be allowed to remain in place.

NOTED
R. L. PORTER

Attachment
original To Wright - with attachment 8-30-62

403 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

May 8, 1961

C. O. Polk, Division Engineer
08-35.7 Salem, Oregon

Oregon Project I-5-6(14)301
East Bank Freeway - (Parcels 20365 and 20391)

Please refer to Mr. Walter Wright's letter, dated April 28, 1961, concerning the State's proposal to leave certain improvements under the approach structures to the Marquam Bridge. Paragraph 5a of PPM 21-4.1, dated December 30, 1960, indicates that where a considerable savings in right-of-way costs can be made a right-of-way of limited vertical dimension may be acquired. Attached is a copy of Mr. G. H. William's letter, dated January 29, 1960, which provides further information as to Bureau policy in such cases. All such cases are subject to Bureau approval.

In order to avoid any delay in your construction program we suggest an early submission of your specific proposal regarding these properties. The data submitted should be in quadruple and include, as a minimum, the following:

(1) Construction plans, including profiles, that indicate the proposed location of structure piers in relationship to the improvements. Such plans should also show the vertical distances between the overhead structures and the improvements.

(2) A detailed description of the improvements with particular emphasis on the type of construction and materials used in walls, floors, roofs, and information on sprinkling systems and fire fighting equipment. Include your proposals for any required fireproofing. Include photographs of the improvements.

(3) Copies of the proposed easement. Such easements must include the safeguards mentioned in Mr. G. H. William's letter.

(4) An estimate of the right-of-way savings that may result by your proposals. Any increased construction costs that will result from the proposal should be included. In other words the cost of the proposed plan should be compared against the cost of removing the improvements. We assume that if the improvements were removed it would still be practical to allow the owners (particularly P.G.E - Parcel 20391) the right of access under structures to various parts of their properties as long as there is no violation of the access control feature of the highway system. The estimates should be in sufficient detail to permit a review.

(MORE)

(5) Reduced right-of-way plan pertaining to the affected properties showing areas needed and outlining the entire ownership.

(6) Include factual information as to other reasons for leaving the improvements besides the potential right-of-way savings.

(7) Any other information you believe is pertinent to the problem.

Attachment

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AUG 20 1962
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUEEN, SECRETARY
SALEM

1-5-6(11)a-1
6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

August 17, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Southern Pacific Company
Union Station
Portland, Oregon

Attention: E. A. Kendrew

Dear Ernie:

With reference to our recent discussion to the possibility of moving the Portland Traction Company office from under the East Marquam Interchange to the parking area to the north of the present location, submitted herewith are three plans showing areas available for parking and the movement of trucks.

You will note that the sharp curvature of the spur track to Portland General Electric Co. Station "L" has been flattened. Also, shown is the future spur track to the west side of the Holman Transfer building.

These plans are for your study in connection with possible building relocation in the interchange. There may be other variations of these plans which may be better suited to your needs.

Very truly yours,

Alfred A. Rees
for Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
cc: G. S. Paxson
Dale Sturmer

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AUG 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
G. S. PAXSON

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MAY 10 1962
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FORM 2-30X—8CM—6-61—76662

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
May 9, 1962

SUBJECT:

To: Memo to the Files

I talked to Ernie Kendrew, Southern Pacific Engineering staff, 9:17 D.S.T., May 8, 1962. Mr. Kendrew was convinced that he would need a complete set of ties to every foot of track in the Portland Traction Co. area. I attempted to persuade Mr. Kendrew that much of the trackage would have to be moved and that it should not be necessary to tie tracks which were to be destroyed and replaced by others; that only key points where tracks were to be left in place, should field ties and actual coordinates be necessary.

Mr. Kendrew seemed somewhat unconvinced but I finally persuaded him to try to lay out a general plan on the basis of drafting only, so that we could determine which areas in the Portland Traction Co. yards we should obtain actual field locations of switches, tracks and other appurtenances. I pointed out to Mr. Kendrew that the Portland Traction Co. yard area pretty much defied mathematics, that tracks which are shown as tangent sections were obviously not that, and that curves which were designated as a certain radius when tied in the field, turned out to be something different. He said he was aware of this trouble but that if he were doing it he would run a traverse down each track and a base line to tie in both ends of all traverses. I told him I thought this was more work than was necessary and we would try the other system first.

Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
cc: C. S. Paxson
Luther Freeman

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MAY 10 1962
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STATE HIGHWAY ENGINEER

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SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

5821 N. E. Glisan Street
Portland 13, Oregon

April 18, 1962

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Mr. P. A. Adams, Superintendent
Portland Traction Company
1635 S. E. Water Avenue
Portland, Oregon

Dear Mr. Adams:

Four prints of the mosaic to which tentative column locations have been added in the Portland Traction Company area are handed you herewith.

I hope this mosaic will be of some value to you in your study of the problems involved. It is disappointingly lacking in accuracy from our point of view. I am not certain what our ultimate action will be in regard to this, but probably we will either have a revised mosaic or will have to make a more extensive survey of your area before column locations can be spotted to good working accuracy.

Will you bear with us in the meantime.

Very truly yours,

for Lloyd P. Shaw
Metropolitan Engineer

LPS/dg
Encl.
cc: Frank D. Morgan
G. S. Paxson
Dale Sturmer

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G. S. PAXSON

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT

5821 N. E. Glisan Street
Portland 13, Oregon

April 18, 1962

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Southern Pacific Company
Room 324
Union Station
Portland, Oregon

Attention: Mr. E. A. Kindrew

Gentlemen:

Handed to you herewith is one print of a mosaic covering the Portland Traction Company's yard area to which approximate column positions have been added.

I hope this will be of some service to you.

Very truly yours,

for Lloyd F. Shaw
Metropolitan Engineer

LFS/dg
Encl.
cc: Frank D. Morgan
G. S. Paxson
Dale Sturmer

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APR 19 1962
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STATE HIGHWAY ENGINEER

Mr. Paxson

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K[illegible]N, [illegible] MEMBER
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SALEM
I-5-6(41)3c1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

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AUG 1962
LEGAL & RIGHT OF WAY

August 15, 1962

Mr. A. W. Parsons, Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

East Marquam Interchange
Comparison of Alternate Plans

We have completed appraisals on the properties affected by the East Marquam Interchange on two bases. Plan A conceives a structure so designed that it would be possible to permit retention, by the owner, of building facilities upon the land; providing these buildings were fireproofed to a standard established through consultation with the Portland Fire Marshal, Oregon Underwriter's Board, and our own staff. Under this plan, the highway structure would occupy an easement, and the owner's use of the air space under the structure would be limited, in accord with Instructional Memorandum 21-3-62, dated 5-4-62. Plan B contemplates the taking in fee of the lands occupied by our Interchange structures. We would replace for the Portland Traction Company, in lieu of cash, a site of similar size, occupied by similar buildings.

The documentation of these two plans is rather bulky. It can best be examined in our appraisal office where it is stored, or hand carried to your office at the time you wish to review it.

I set forth hereafter a tabulation of comparative cost prepared by review appraiser Jean Ewen, as they relate to three files:

No. 28591 - Portland General Electric
No. 28587 - City of Portland
No. 28365 - Portland Traction Company

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AUG 16 1962
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STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

	Plan A	Plan B
Easement cost, P.T. Co. (Parcel 1)	$ 6,300	$
Easement cost, City of Portland (Kelberg)	100	
Easement cost, PGE Co. (Parcels 1,2,4,& 5)	11,910	
Additional bridge construction cost (G.S. Paxson)	140,000	
Sprinkling (3 bldgs. for P.T. Co., 4 bldgs. for PGE)	75,350	
Metal roofs (3 bldgs. for P.T. Co., 4 bldgs. for PGE)	19,343	
*Chimney extension for P.T. Co.	2,000	
Moving cost Station "L" office (Draper)	1,700	1,700
*Extend radio tower and adjust ground antenna	500	500
City of Portland land, assuming no restitution of utilities on site (Kelburg)		7,000
Remove small N.W. corner from shipping and receiving bldg. (encroachment into R/W only; not affected by structures)		1,000
*Replace land for P.T. Co.		175,000
Replace 3 whses. and offices for P.T. Co.		200,000
PGE Co. - garage (Draper)		104,000
PGE Co. - welding shop (Draper)		15,000
PGE Co. - 2.05 A. land (Draper)		80,000
*PGE Co. - Radio Lab (including equipment)		45,000
*Replace trackage to serve replaced whses.		10,000
*Replace gravel and asphalt roadways for whses.		5,000
	$257,203	$644,200
Excess P.T. Co. land to be sold (2 parcels)		- 20,000
TOTALS	$257,203	$624,200

(*) Even figures, bases on discussions with owners and others.

The item of additional construction cost under Plan A was supplied by Mr. Paxson, and provided to him by our Bridge Division. This added cost reflects the longer spans and other structural details required in order to leave the buildings unimpaired beneath the structure.

Relative to the affect of Plan 8 upon the Portland Traction Company, the summation set forth herein assumes that this company would be paid by restoration, rather than appraised value of site and operating facilities upon the site. There is a reasonable legal doubt of our ability to condemn the operating facilities which are involved; but, we do have authority to acquire, by condemnation if necessary, a substitute site for such facilities.

Our planning contacts with the railroad indicates that they would not consider a sale for cash, but feel they must remain operative in the immediate vicinity.

Several alternate sites have been examined as a possible replacement for the site presently occupied by Portland Traction Company. We have used in our tabulation the estimated cost of the site which we believe most feasible for their purpose. Among the sites considered, were the following:

(1) Nelson Warehouse - This building, which is worth at least $500,000, is not suited to transfer warehousing.

The desirable arrangement for a transfer warehouse is a long building, of one-story design, with trackage along one side, and truck-loading doors arrayed along the other side.

(2) A desirable site is available along Water Avenue which would utilize the easterly quarter of six blocks in a row adjoining that street. The site is good. Value is estimated at $300,000.

(3) A property owned by Pacific Supply Co-op. South side of Carruthers Street, westerly of 3rd Avenue. The property is of similar size and shape to the present Traction Company layout and is favorably located with respect to their trackage. The worth of this site is estimated to be $175,000.

(4) Another tract is available at 3rd Avenue and Carruthers Street, which would be partly under, or surrounded by, freeway structures and Grand Avenue Extension Structure. It is estimated that this tract could be acquired for $100,000; but the difficulty of truck access would preclude serious consideration as an alternate site for the Portland Traction Company warehousing.

We have, therefore, in our comparative tabulation, estimated that Portland Traction Company facilities could be re-established upon that tract which is identified under Pacific Supply Co-op ownership. It is assumed that Portland General Electric Company facilities could be replaced by the owner upon property already in their possession.

In making the comparisons, we have estimated that two tracts of land would remain from the existing Portland Traction Company site and would be available for sale with an estimated recovery of $20,000.

We request that your office review these alternate plans within the near future, for the purpose of approving either Plan A or Plan B for acquisition of the necessary rights of way from the three properties involved. This request is made in conformance to a prior ruling from your office that a determination would be made by Public Roads before issuance of the authorization to acquire the necessary property.

Yours very truly,

L. I. Liviss
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTWright

cc Mr. C. S. Fanson ✓
Mr. P. H. Stephenson
Mr. L. I. Liviss
Mr. Owen Merchant
Mr. D. J. Harbee
Mr. Jean Hess

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JUL 27 1962
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
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DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEN

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

July 25, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Mr. E. A. Kendrew
Assistant Division Engineer
Southern Pacific Co.
Union Depot
Portland, Oregon

Dear Ernie:

In accordance with our discussion last week about the possible relocation of the Portland Traction Company buildings that fall under the East Marquam Interchange, attached is a map of the interchange. On this map the columns are shown from the best information available at this time.

The proposed easement or right of way lines, 25 feet from the edge of structures, are also shown. Included are the two overlays of the building relocation which you considered to be the most feasible.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

DES/bb
Encl.
cc: G. S. Paxson
Frank Morgan

NOTED
G. S. PAXSON

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JUL 26 19
OREGON
STATE HIGHWAY COMMISSION

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Salem, Oregon
June 14, 1962

Overbuilding
East Approach Marquam Bridge
Portland

Mr. W. F. Wright
Right of Way Engineer
BUILDING

We have a right-of-way problem at the east end of the Marquam Bridge in Portland where our ramp connections join into the main river span. Our construction will pass over a large concrete shop building of the Portland General Electric Company, and also over several buildings owned by the Portland Traction Company which are an essential part of its railroad yard operations. We have two alternates, the first being to purchase the realty and clean out the buildings from the area. The second would be to overbuild the buildings and leave the use and occupancy of the buildings to the present owners.

Since any settlements we make must receive the approval of the Bureau of Public Roads, it will be necessary that such settlements be supported by complete appraisals and estimates of construction costs demonstrating that the scheme used is the most economical.

In purchasing the realty and demolishing the building, it would be necessary to take into account re-establishment in some other area. This might be done insofar as the Portland General Electric Company is concerned as it has a considerable amount of vacant ground in the vicinity. With the Portland Traction Company, however, it would be very difficult and there seems to be only two possibilities. One would be to acquire some of the vacant PGE ground and re-establish the buildings on this ground. I would anticipate that you would have great difficulty acquiring property from PGE. The second possibility would be to acquire the remainder of the Holman Transfer Company property, demolish the building and re-establish the Portland Traction Company facilities in the area. This, I am sure, would be very expensive and we would also meet with opposition from the Portland Traction Company as the Holman Transfer Company is one of its major sources of revenue. The Company's books show business from

the Holman Transfer Company in the amount of $150,000 last year, and should this concern relocate on some other railroad line, the Portland Traction Company would suffer a considerable loss. In any event, however, we will need an appraisal of the right-of-way costs based upon acquiring the fee and moving the facilities out.

Under the second alternate, where we would overbuild and leave the facilities in place, we would again have two alternates. Under the first, we would acquire the realty in fee and give the present owners an easement to continue their operations. I do not believe this will work out as under the Federal rules these easements must be on a term basis or revocable at will or revocable on a specified period of notice. I cannot imagine Portland Traction Company accepting such conditions because if the easement was revoked, they would then be up against the problem of re-establishing their operations. Under the second alternate, the fee would remain with the present owners and we would take an easement from them for air rights over the property. I am attaching a list of the conditions which would be a part of the easement. These same conditions, plus the revocable feature of the easement, would apply to the alternate where the State acquires fee to the property.

The Bridge Division advises that the arrangement of our columns in order to fit the present location of the buildings will add approximately $125,000 to the construction cost. This, of course, would be an offset against the difference in right-of-way costs of removing the buildings and of overbuilding them.

It is of great importance that we get this matter settled as soon as possible as early next spring we should let contracts for construction in order to complete the project on schedule, and I would ask that every effort be made to expedite the matter.

G. S. Paxson
Deputy State Highway Engineer

CSP:ma
cc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. L. I. Lindse
Mr. I. B. Marchant
Mr. F. B. Klobes
attach.

Overbuilding Restrictions on Easements Granted to State

1. The easement area shall be strips of land 50 feet on each side of the center lines of all ramps.

2. No part of any building or other structure shall extend above a plane which is 8 feet below the underside of the highway structure.

3. No construction shall be permitted above the highway structure.

4. Buildings shall be fireproofed in conformance with the applicable code of the City of Portland.

5. Buildings shall not be used for the manufacture of inflammable material or for the storage of such materials or other purposes deemed by the State or the Bureau of Public Roads to be a potential fire or other hazard to the highway structure or traffic thereon.

6. The operation and maintenance of any facilities within the easement area shall be subject to regulation by the State to protect against fire or other hazard impairing the use, safety, and appearance of the highway structure. The State shall have the right of reasonable inspection of any facility in the easement area.

7. The occupancy and use of the facilities shall not be such as will permit hazardous or unreasonably objectionable smoke, fumes, vapor or odors to rise above the grade line of the highway.

8. No signs, displays or devices, except those indicating ownership and type of activity being conducted in the facility shall be erected or maintained on the easement area.

9. No additional buildings are to be constructed in the easement area without permission of the State and Bureau of Public Roads and any such construction so authorized shall be in accordance with plans and specifications approved by the State and Bureau of Public Roads.

10. No access to the roadway of the highway will be permitted from the easement area or from adjoining property.

11. The State shall have reasonable access to the easement area for repair and maintenance of the highway facility.

Footnote: These restrictions on the easement are taken from Bureau of Public Roads Instructional Memorandum 21-3-62, dated May 4, 1962, and a letter to Bureau of Public Roads Division Engineers from Mr. French, Regional Engineer of the Bureau, dated February 18, 1960.

FORM E-20 5000 6-61 30607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 14, 1962

SUBJECT:

To: Mr. G. S. Paxson
Deputy State Highway Engineer

OFFICE

I am enclosing a list of criteria for the use of airspace over existing buildings on the Interstate System.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
enc.

CRITERIA FOR OVERBUILDING ON THE INTERSTATE SYSTEM:

1. Retention of private facilities under elevated structures in mitigation of right of way cost can be allowed, but each individual case must be submitted to the Bureau of Public Roads Washington office for approval. Appraisals, estimates, etc. supporting the application must accompany the request.

2. The proposed use will not:

   (a) Impair the full use and safety of the highway.

   (b) Require or permit vehicular access to such space directly from the established gradeline of the highway.

   (c) Otherwise interfere with the free flow of traffic on the interstate system.

   (d) Violate regulations of the Federal Aviation Agency.

3. Eight feet vertical clearance below the lowest part of the structure is required. (NOTE: This eight-foot requirement may be waived for vehicles where required or appropriate.)

4. Structures must be fireproofed according to local building codes.

5. They will not be used for the manufacture of inflammable material or for storage of materials or other purpose deemed to be a potential fire or other hazard to the interstate highway. Operation and maintenance of the space will be subject to regulation by the State Highway Department to protect against fire or other hazard impairing the use, safety and appearance of the highway.

6. Occupancy and use of airspace shall not be such as will permit hazardous or unreasonably objectionable smoke, fumes, vapor, or odors to rise above the gradeline of the highway.

7. The design and construction of the facility permitted in the airspace shall be such that access to the interstate highway for maintenance and reconstruction is not impaired, and the agreement shall retain for the State the authority to enter upon the right-of-way and perform such maintenance and reconstruction. The agreement shall also enable the State to have full access to inspect the facility permitted in the airspace.

8. If buildings are of a special use type, change of use will require approval of the State and the Bureau of Public Roads.

9. New buildings shall not be constructed without approval of the State and the Bureau of Public Roads; plans and construction method also subject to prior approval.

FBK:bjh

RECEIVED
APR 11 1962
FOR FILING

I 5 6 (11) 3 9 1
5526

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1962

SUBJECT: East Marquam Interchange

To: MEMO TO FILES:

On Friday, April 6 an intial meeting was held with representatives of the Southern Pacific Company, the Union Pacific Railroad Company, and the Portland Traction Company regarding proposed construction of the East Marquam Interchange as it would affect the holdings of the Portland Traction Company.

The meeting was held in Mr. Shaw's office in the Metropolitan Division in Portland at 1:30 P.M. Those present were:

A. V. Didier, Assistant Division Engineer, Union Pacific RR Co.
J. A. Meeker, Portland Traction Company
Ben Beezley, Portland Traction Company
E. A. Kendrew, Southern Pacific Railroad Company
Ray Toberud, Bureau of Public Roads
Gordon Brooks, Bureau of Public Roads
P. M. Stephenson, Oregon State Highway Department
Duane O. Christensen " " " "
Ivan Merchant " " " "
Walter J. Hart " " " "
Lloyd Shaw " " " "
Al Baer " " " "

This meeting was the first meeting held with the combined railroad group and represented the results of our initial span and bent arrangement in the area of the Traction Company Office building and across their freight yards and the main line of the Southern Pacific Railroad to the south and east.

The purpose of this meeting was to ascertain the best method of construction; particularly through the Traction Company yard as it will be necessary to take some tracks out of operation permanently. The statement was made that an attempt would be made to replace any trackage lost through the construction with an equivalent amount of trackage in other locations.

In going over the plan as presented to the Railroads, the first item of objection was on the "C" line at Bent C15, Station C44+19.5 as it affects the building of the Pioneer Car Loading Company. The bent as proposed would require the removal of approximately 44 feet of the east end of the building, but would permit the reconstruction of approximately one-half of the building that was removed. By shifting the bent south on the line it was the thought that possibly one bay of the building would be required to be removed and permit a greater use of the building during and after the construction period. This matter will be studied as I believe the bent can be shifted without appreciable cost.

The next point of conflict was at Bent CA2, Station CA44+29.5 and Bent BD2, Station BD44+35. This is a two-column bent and the placement of columns as indicated kills much valuable space for track entry to the Flynn Forwarding Company unloading dock. A study will be made which would permit the right-hand column of this bent to be built adjacent to the building line of the PGE Company garage, and a new location for the left column which would be adjacent to the south wall of the Portland Traction Company Office building. This would clear considerable area for future use and in addition would square up the bent and make the structural details much better from our standpoint.

The major point of objection to the layout as proposed across the freight yards and the main line of the S.P. Company was that the interchange track between the southbound SP main line track and the Portland Traction Company storage yards was being eliminated. The area affected is covered by Spans BD7, BD8, BD9, BD10, and BD11, and Bents BD7, CA8, BD8, 9, and 10. There is a possibility that with major structural changes in these bents and the methods of supportingl the longitudinal beam superstructure that the main interchange track can be left in its present position. A thorough study of the bents and superstructure in the affected areas will be made at the earliest possible time. At the same time the Traction Company and the SP Company are to make a study of the track arrangement in this area and with the bents as proposed on the initial layout to see if they can make some shift in track arrangements which would be satisfactory to them.

At such time as the Railroads have completed their study, our study of the revision of the bents in the affected area will have been made and another meeting will be set up with the Railroad Company to go over the problem again.

It was pointed out to the Railroad Company that our lines in this area are now fixed in location and that it will be necessary to determine a solution which is satisfactory to all concerned.

Ivan D. Merchant
Bridge Engineer

IDM/mm
cc: Mr. Walter Hart
P.S. Mr. Shaw's office will furnish maps, Scale 1" = 50', of the track area with the proposed column arrangements spotted in so that the Railroads may have a chance to study the overall problem.
IDM.

cc: Mr. P. M. Stephenson

RECEIVED
OCT 17 1961
FOR FILING
I-5-6(41)2.1
6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1961

SUBJECT: Building to Structure Clearance
East Marquam Bridge Interchange
East Bank Freeway

To:

Mr. Ivan D. Merchant
Bridge Engineer
Building

On September 13th, Mr. Al Rear transmitted to your office the necessary building data in the East Marquam Interchange area to determine the clearances from the bottom of the beams to the top elevation of the buildings. It is extremely important that this information be determined and supplied to the Construction Division as soon as possible so that we may forward our complete study in this area to the Right of Way Division.

The Right of Way Division is to submit this study for fire proofing the buildings and there relation to the proposed structures in this area to the Bureau of Public Roads. This study is a requirement of the Bureau of Public Roads and must be fulfilled before our right of way negotiations can proceed. The need for the right of way in this area is becoming extremely critical and the right of way acquisition must be completed in the near future.

I am requesting that you give your part of this study top priority and supply us with the information required as soon as possible. A copy of the Bureau memorandum, outlining their requirements in this regard, was supplied to Mr. Walter Hart of your department quite some time ago.

Tom Edwards
Construction Engineer

By L. H. Young
L.H. Young
Ass't Construction Engineer

GKA:jp

cc: Walter Wright
Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
OCT 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1960
FOR FILING
I-5-6(41)241
6576

October 26, 1960

Mr. B. H. French
Regional Engineer
Bureau of Public Roads
720 S. W. Washington
Portland 5, Oregon

Dear Sir:

In October 1958, a conference was held in your office which was attended by representatives of the Highway Department, the City of Portland, and the Bureau of Public Roads.

The subject under discussion was the details of an agreement with the City of Portland re the East Bank Freeway. The principal item of discussion had to do with the construction of connecting ramps to 7th and 8th Streets in the vicinity of Division Street, these ramps being a part of what is commonly known as the East Marquam Interchange.

The matter was discussed at length, it being the position of the City that connections to Grand and Union Avenues were not acceptable due to the fact that these streets would be loaded to capacity and beyond and it was impractical to attempt to funnel more traffic to already overloaded streets. It was also the City's position that the first place where a feasible and usable connection could be had in this area was 7th and 8th Streets which would allow for an extension of the one-way system in East Portland. This was a matter of major importance to all parties concerned, as the City had flatly notified the State that it would not approve the East Bank Freeway without this matter being settled to its satisfaction. This was known to all parties at the time of the meeting. It was also the position of the State Highway Commission, which was made clear at the meeting, that the construction of the interstate highway system with its various interchanges, ramps, et cetera, could only be done with the full co-operation and participation of the Bureau of Public Roads.

After considering all of the features involved, the State Highway Engineer was informed that the Bureau of Public Roads would approve and participate in the cost of the construction of the 7th-and-8th Street ramps and all other items in connection with the East Marquam Interchange, save and except the revision needed on Grand Avenue which the State reluctantly agreed to construct with urban funds in order that this entire matter could be resolved and construction could proceed.

We now have a letter from the Bureau of Public Roads dated October 12 which changes the entire concept agreed upon at the October 1958 meeting by stating, in effect, that the Bureau has changed its mind and will not participate with interstate funds in the construction of the two ramps referred to above. We had proceeded on the assumption that the Bureau would honor its previous commitment and we signed an agreement with the City of Portland, which agreement was the basis of the purchase of several million dollars worth of right of way for the letting of substantial construction contracts. The Bureau was furnished a copy of our agreement with the City of Portland which clearly stated what was to be done and by whom.

The State of Oregon has now been placed in an untenable position. We have made commitments to the City of Portland, with express approval of the Bureau of Public Roads, which we cannot fulfill. Had we known that the Bureau would not honor its commitment to build the 7th-and-8th Street ramps as a part of the interstate freeway, we would have never signed an agreement obligating public funds. We would have proceeded on the basis that we were unable to reach an agreement with the City; therefore, making it impossible to secure all the necessary rights of way. We would have looked to the Bureau of Public Roads to invoke procedures that have been established to handle situations of this kind. The State and the City acted in good faith on this matter and it seems only just that the Bureau should do likewise.

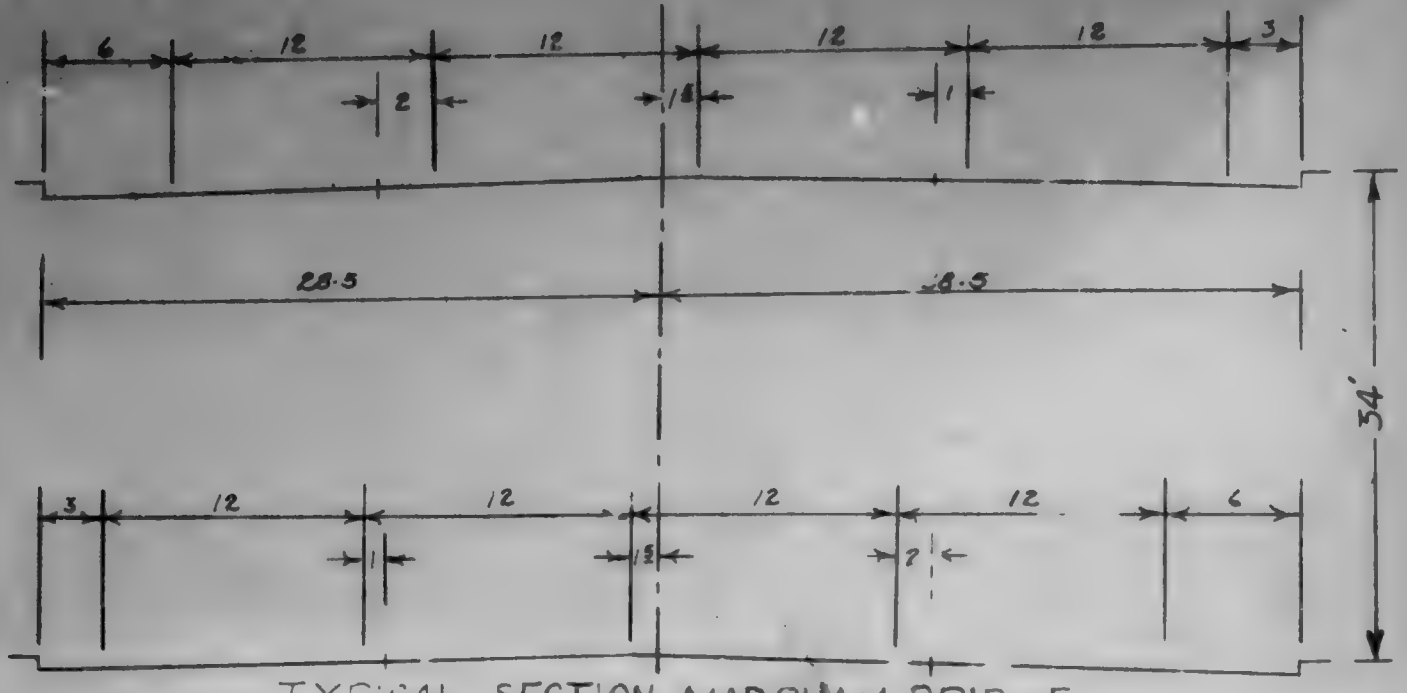
We ask first that the Bureau reconsider this matter in view of its previous commitment to approve construction of the ramps as a part of the interstate. Second, that in the event you cannot do this, you arrange a meeting with representatives of the City of Portland and the Highway Department and explain to the City why the project, as originally agreed upon, cannot now be approved.

Very truly yours,

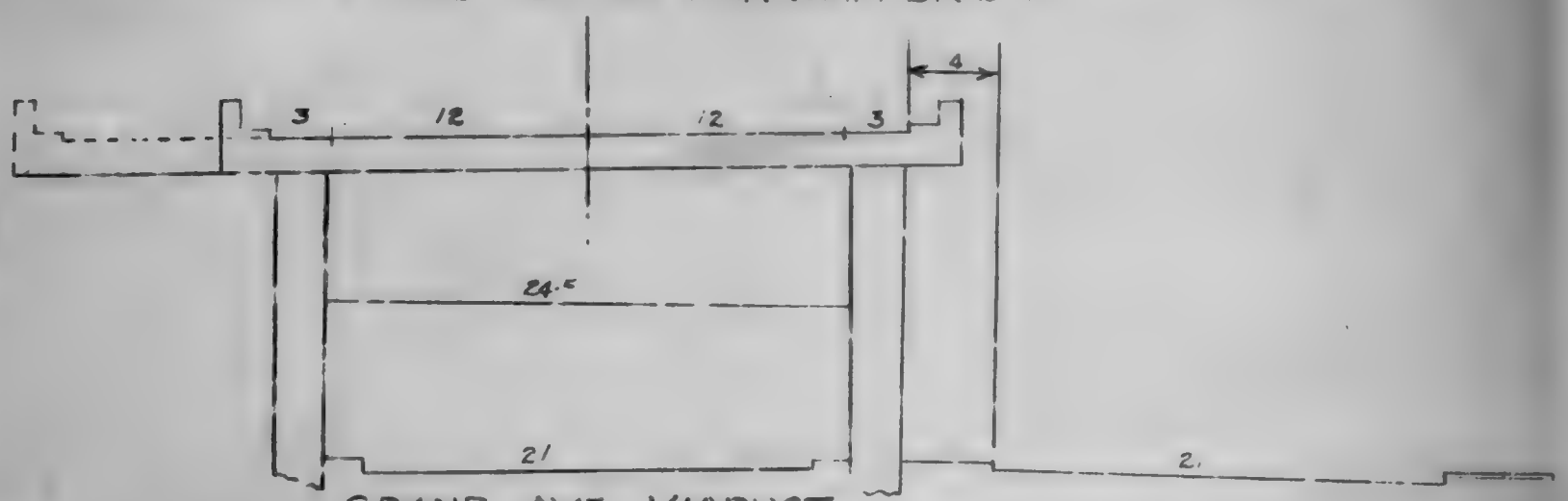
W. C. Williams
State Highway Engineer

By
Forrest Cooper
Deputy State Highway Engineer

FC:fn
cc Mr. Williams



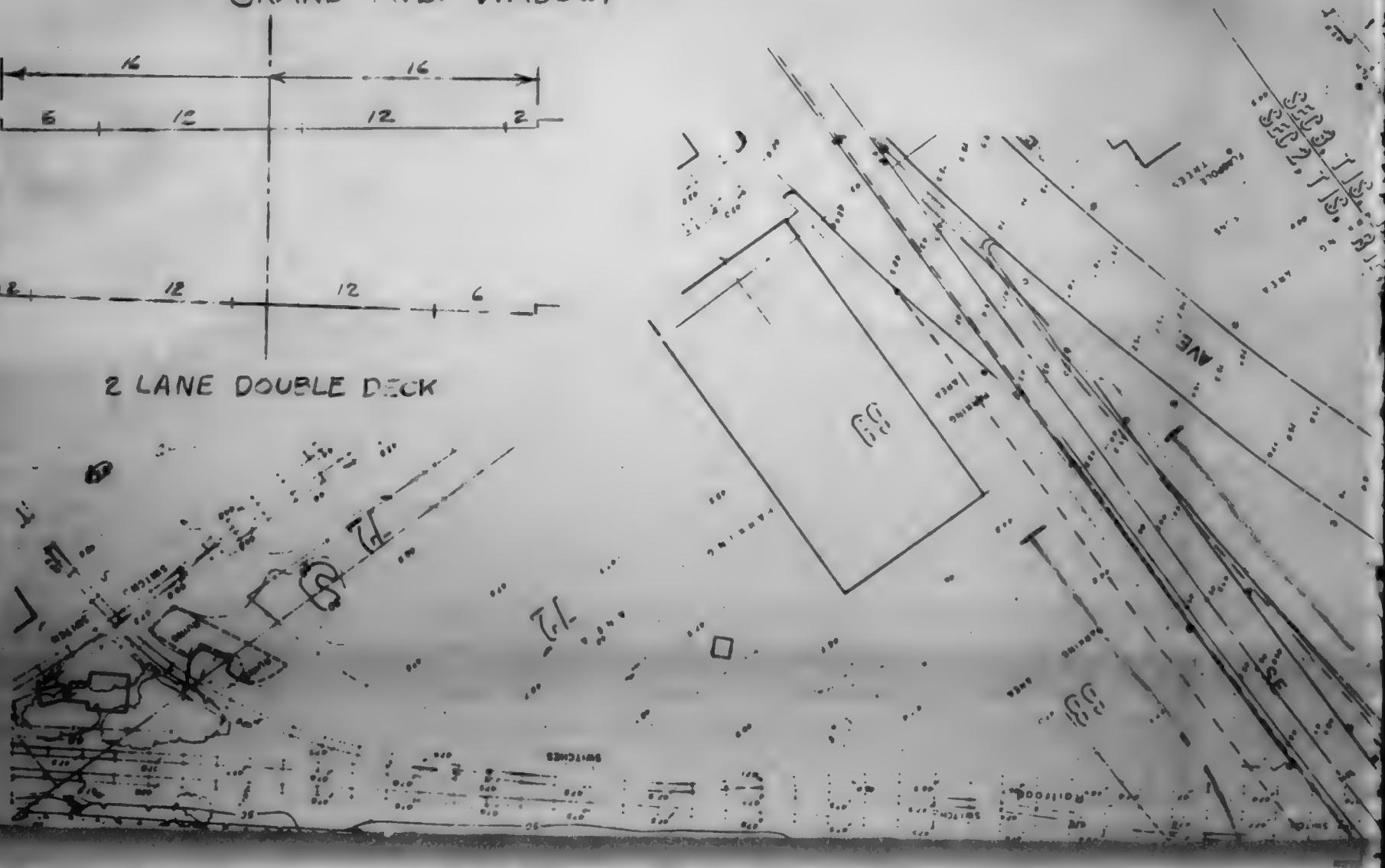
TYPICAL SECTION MARQUAM BRIDGE



GRAND AVE. VIADUCT

A, B,
C, D

2 LANE DOUBLE DECK



SINGLE LANE RAMPS

A UPPER
B LOWER
LIMIT OF INTERSTATE PLANS
PORTLAND GENERAL ELECTRIC COMPANY CENTER OF STEAM
CONVEYOR
J.B. STEPHENS U.L.C.
Willamette
River

EASTBANK FREEWAY SEC.
PACIFIC HIGHWAY
MULTNOMAH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SH N / TO SHE
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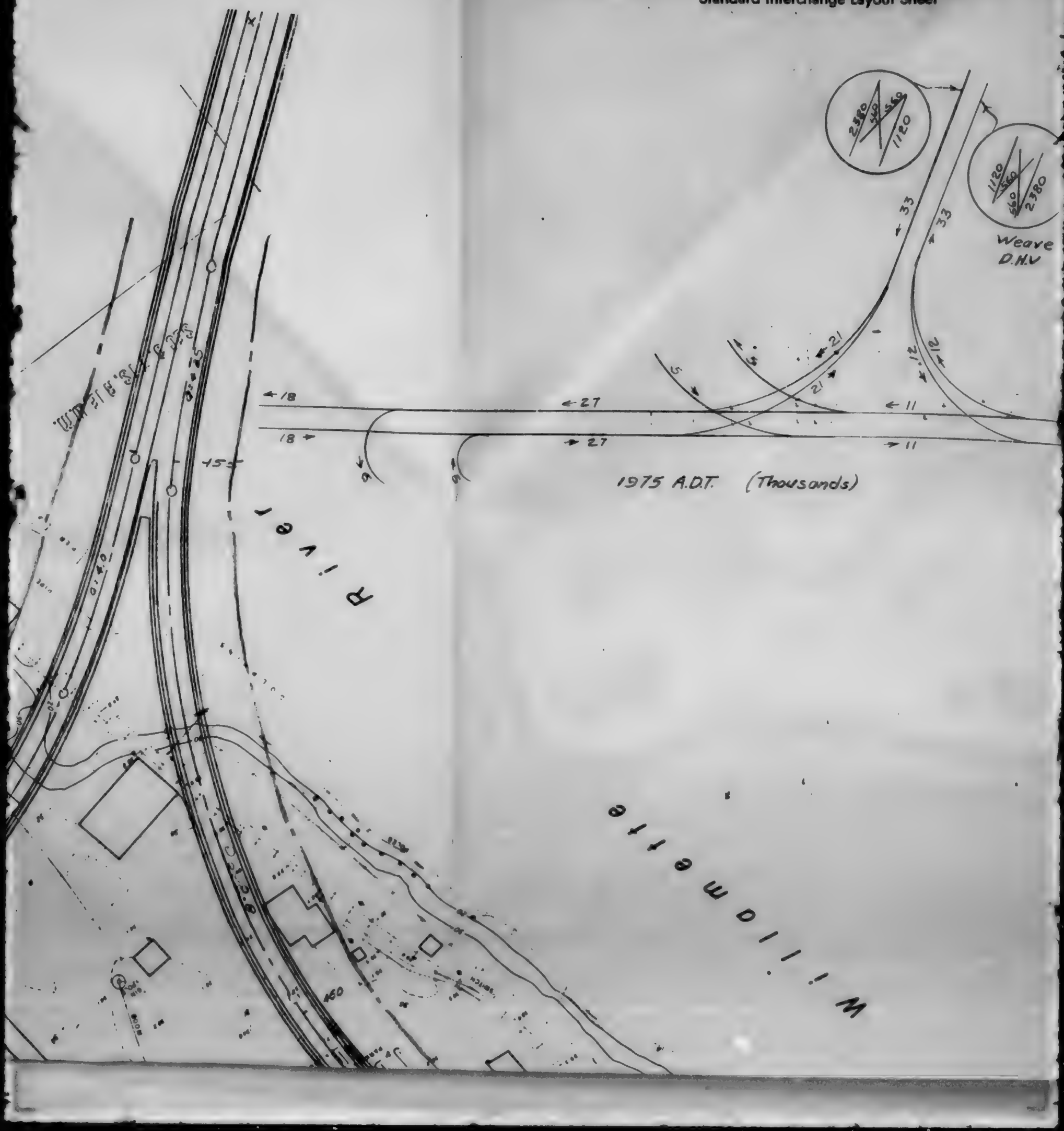
Standard Interchange Layout Sheet



EASTBANK FREEWAY SEC. PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No.
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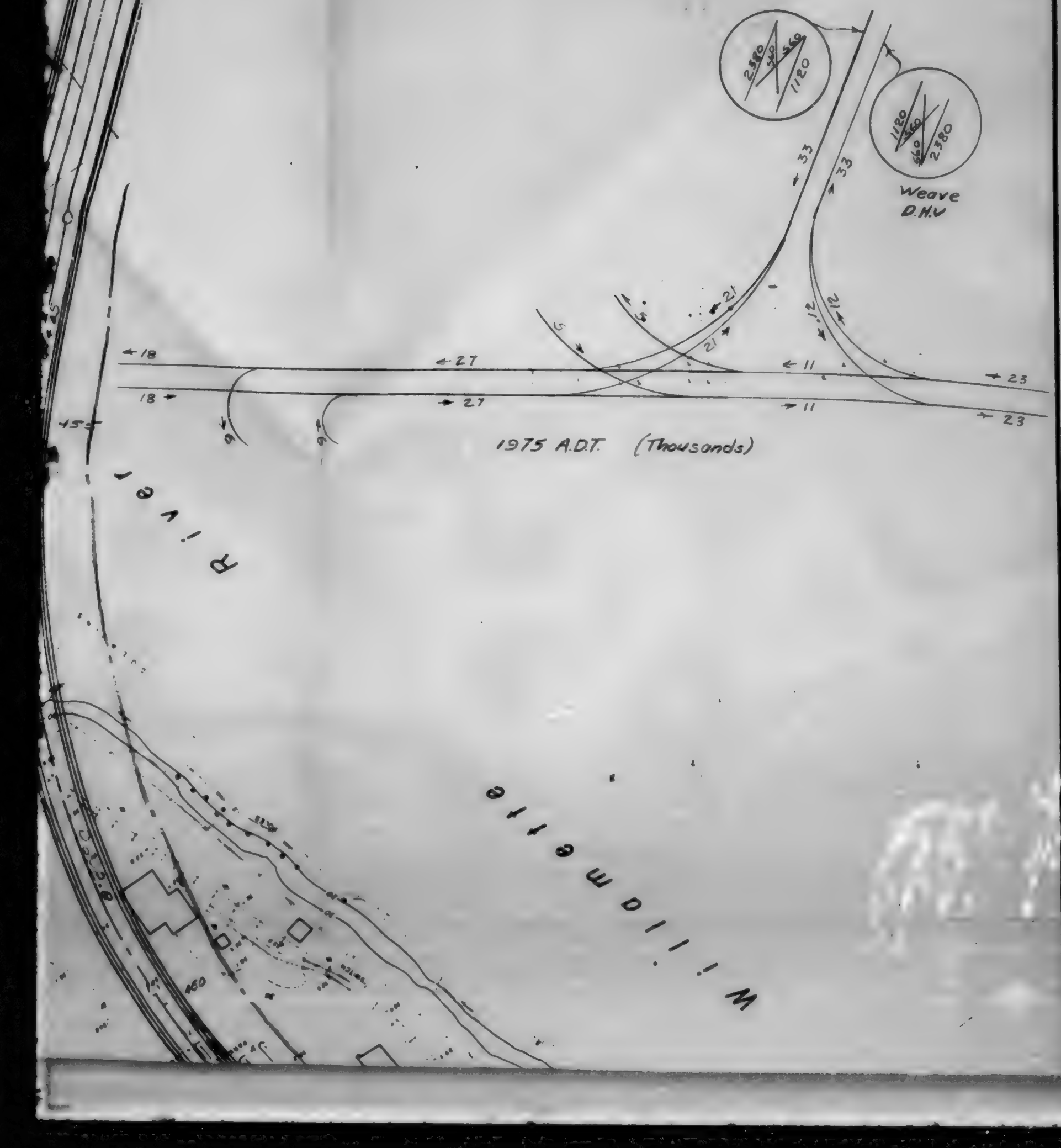
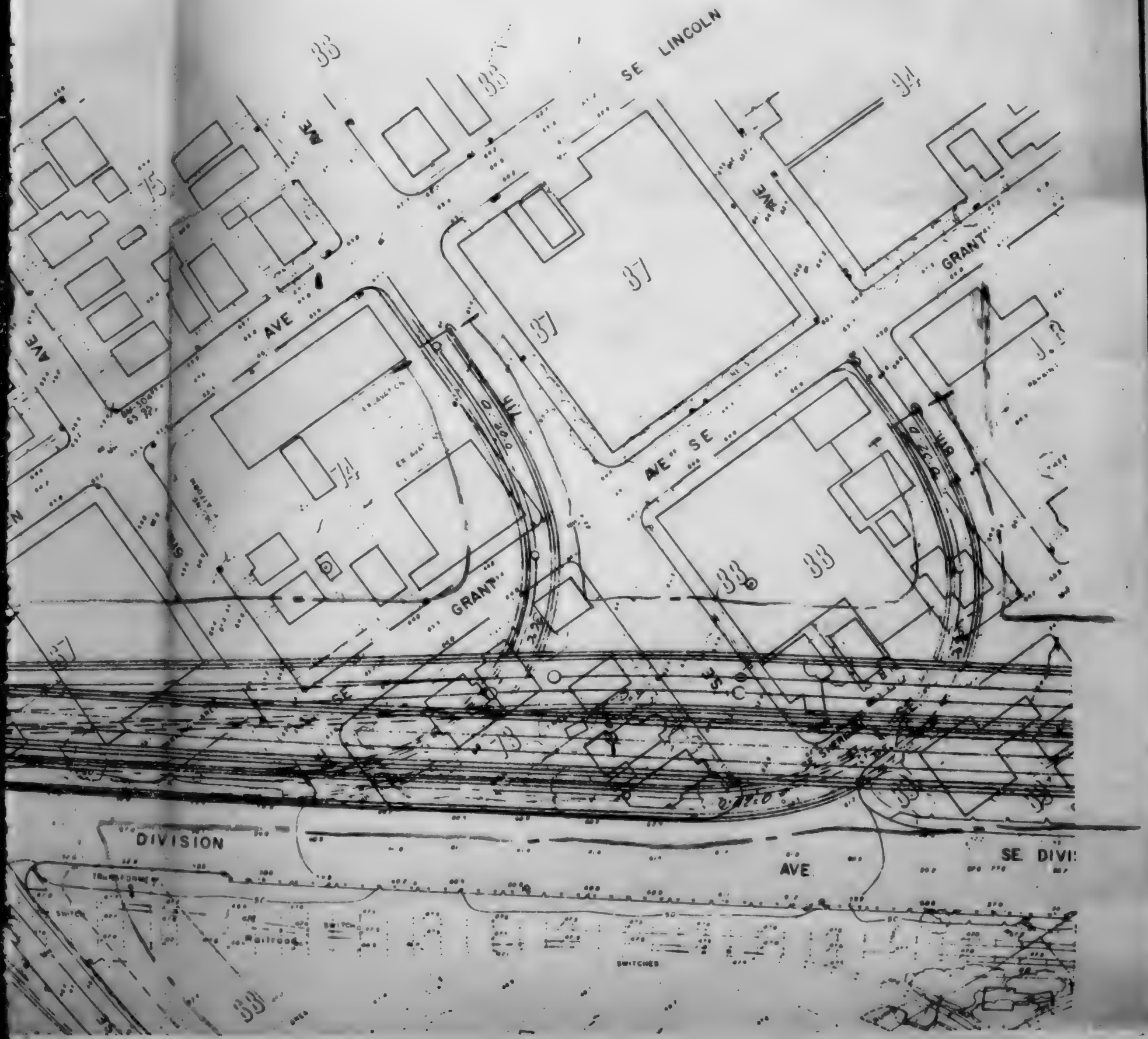
Standard Interchange Layout Sheet

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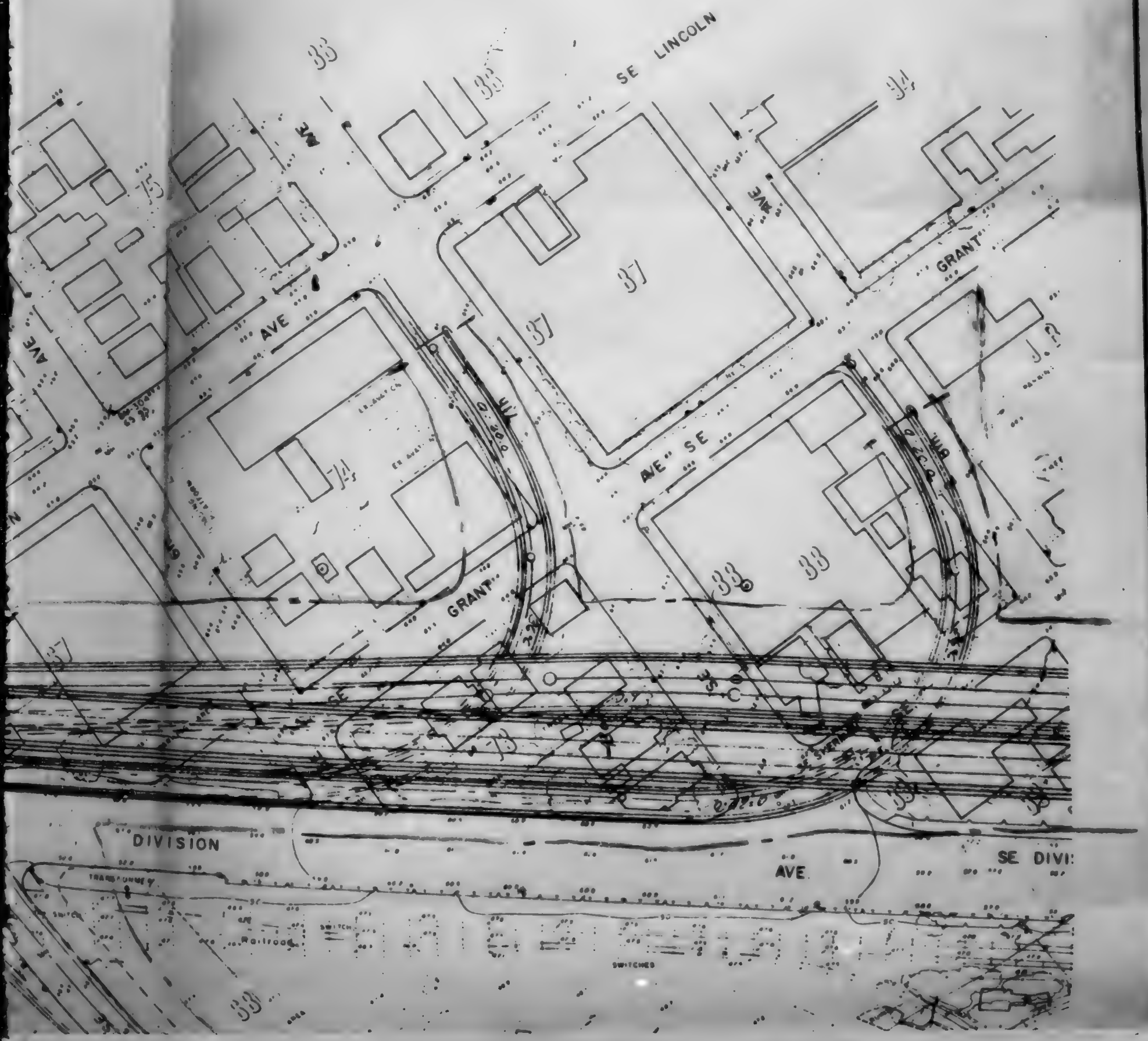
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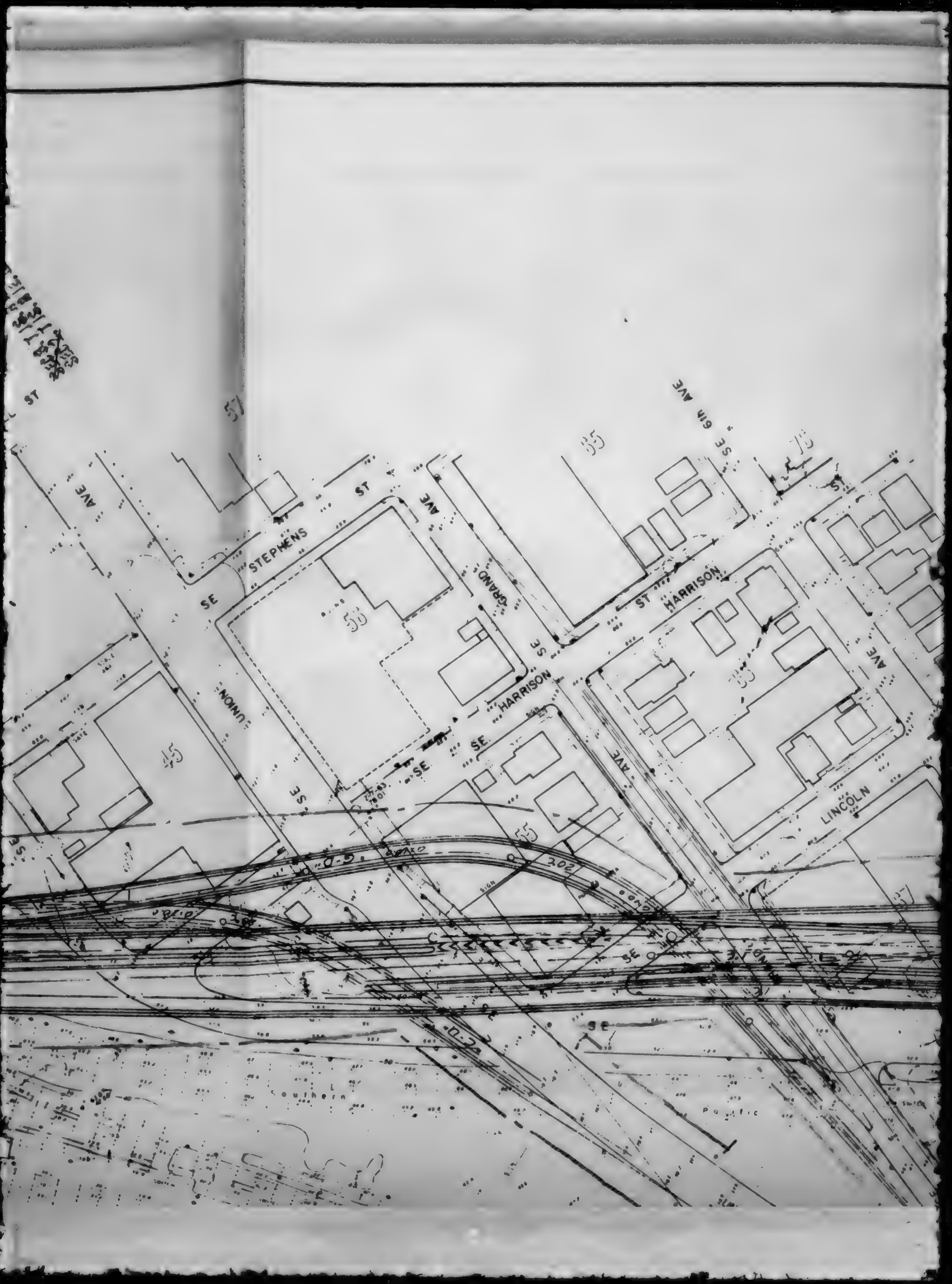
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J.B. STEPHENS D.L.C.
SOUTHERN PACIFIC
SOUTHERN PACIFIC
LOADING
DOCK
SWITCH
PARKING AREA
B TOWER
A UPPER

Scale 1"=100'

East Marquam Interchange

Eastbank Freeway MILE POST

Date 7-12-60 Signature Leo Fulghum

Submitted			Resident Engine
Approved			Division Engine
"	9-28-60	Gaylord	Traffic Engineer
"	9-27-60	Bruce L. Mayhew	Bridge Engineer
"	8-9-60	Jim Edwards	Construction En
"	9/28/60	Forrest Cogan	Dep. Highway E
"	10/2/60	DM Emmick	U. S. B. P. R.

5-Z-1

FINAL
NOT SUBJECT TO CHANGE

Scale 1"=100'

East Marquam Interchange

Eastbank Freeway MILE POST

Date 7-12-60 Signature Leo Fulgham

Submitted			Resident Engineer
Approved			Division Engineer
"	9-28-60	[signature]	Traffic Engineer
"	9-27-60	[signature]	Bridge Engineer
"	8 J.60	[signature]	Construction Eng'r.
"	9/27/60	[signature]	Dep. Highway Eng'r.
"	9/27/60	[signature]	U. S. B. P. R.

5·Z·14

FORM CD-121
(9-1-58)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECEIVED
NOV - 1 1960
FOR FILING

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: October 12, 1960

I-5-6(4)
65/C

FROM : C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

NOTED
W. C. WILLIAMS

SUBJECT: Oregon Project I-5-6(--)301, East Marquam Interchange

Preliminary plans for the East Marquam Interchange have previously been submitted to this office for review. Due to the complexity and the uniqueness of this particular interchange it was subsequently forwarded via the Region office to our Washington office.

The question of the connections to Grand and Union Avenues, and to 7th and 8th Streets has been the subject of several conferences between your office, the City of Portland, and Regional and Division representatives of the Bureau. It had been agreed by all parties concerned that connections would be permitted to 7th and 8th Avenues, and to Grand and Union Avenues; however, national policy of the Bureau permits construction with Interstate funds only to a connection with the street system, in a reasonable, most direct and economical manner. The presence of the railroad complicates the problem, but we cannot use Interstate funds for an indefinite succession of viaducts and grade separations just because it may be impractical to connect to the existing streets. If this philosophy were accepted, we would have to participate with Interstate funds in extensive mileages of routes through cities all over the country.

In order to simplify later negotiations and final auditing a practical approach in determining the limits of participation is to select a single point instead of outlining the limits of participation for each roadway. Interstate funds may participate in the construction of all roadways northerly of Station 446 on Ramp A and in addition to this, all cost of Ramps G-D and C-U connecting to Grand and Union Avenues. The construction of the new Grand Avenue viaduct from Union Avenue to Hanison Street would not be eligible for Interstate funds.

These limits are indicated on the standard plans which are being approved as of this date.

W.C.W. ?

NOTED
FORREST COOPER

RECEIVED
OCT 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Act | Info
Div Engr
Asst. Engr A
Clerk
Draftsman
Files

Feb Land 3-8

February 18, 1960

TO: C. R. Saltzman, Division Engineer, Boise, Idaho
W. E. Ruffine, Division Engineer, Helena, Montana
G. G. Polk, Division Engineer, Salem, Oregon
H. F. Hodgson, Division Engineer, Olympia, Washington

ATTN: R. M. Fre[illegible] Engineer
Portland, Oregon

SUBJECT: Policy on Retention of Private Facilities under Interstate Highway Projects in Mitigation of Right-of-Way Cost

We recently referred to the Washington office the question of whether, where the Interstate highway is to be carried on a high level structure, it would be necessary to buy the land beneath it if not improved with substantial buildings. We were advised that the question of retention of private facilities under elevated structures on the Interstate system in mitigation of right-of-way cost is one of such wide scope that until a definite pattern has been established, each problem should be submitted to the Washington office for individual determination upon the facts of the particular case.

In cases where large sums of public money are involved in the construction of a right-of-way, consideration may be given to agreements between the State and the owners of the property to be crossed for the State to use the air space above their property which is reasonably necessary for the construction and permanent maintenance of the elevated structures or approaches to bridges; and such portions of the property as are necessary for the construction and permanent maintenance of the supporting piers for the elevated structures. The use of such property with access thereto for any reasonable purpose which would not interfere with the full and free use of the right-of-way for the elevated structures would not conflict with Sec. 111 of Title 23 U.S. Code; provided, of course, there is an agreement between the Bureau and the State that no points of access to, or exit from, the project in addition to those approved by the Secretary in the plans for such project, will be opened without the prior approval of the Secretary.

Each case should be reviewed by your office and referred to Washington through this office if you find that the proposed use of the ground space under the elevated roadway and access thereto would be in the public interest, i.e. a parking lot, playground, or any other use which would accrue to the public, and that such use would not, in any way, interfere with the free flow of traffic on the Interstate System.

(over)

3 Copies sent to State
1 to Lindas
1 " Wright
1 " Carl Smith
2-18-60

There should be a determination as to any fire, accident or other hazard in connection with the use of buildings under an elevated structure, not only for the structure itself but also for fire fighting purposes. The latter may involve a determination of vertical and lateral clearances between the elevated structures and any buildings. Permissible vertical clearance between the top of a building allowed to remain and the low point of the elevated structure should be approximately eight feet; however, if such vertical clearance should cause the highest structure to be substantially higher in elevation, consideration should be given to this extra cost of construction and vehicle operation in the determination of private use of the area beneath the elevated structure.

Appropriate language should be included in the acquisition agreement to insure the safety of highway structures. It should be agreed between the State and the owner that no inflammable material will be stored in the buildings allowed to remain under an elevated structure.

If the buildings to remain under the structure are of a special use type, appropriate language should be included in the acquisition instrument preventing the conversion of the building to another use without approval of the State and Public Roads.

The acquisition instrument should provide that new additional buildings will not be constructed without authority of the State and Public Roads and that when such authority is granted, the plans for the building and the construction methods will be subject to State and Public Roads approval.

We believe that alternate appraisals, and if necessary, alternate construction cost estimates should be made to determine the saving which may be anticipated if less than full title to the land under the structure is taken. The appraisers, of course, should be familiar with the restrictions on use of the present buildings and on construction of additional ones, and all the other requirements set forth above which may tend to affect the value of the remainder. Having such alternate appraisals and estimates, the State will be in a position to make a specific proposal upon which the Washington office can rule, and if approval is received, negotiations may proceed without risk of having a settlement disapproved.

The above has no application to a case where request is made for permissive use of space underneath a structure when the right-of-way already has been acquired. Once a right-of-way has been required for highway purposes, it must be held inviolate for such purposes and the granting of an easement to the former owner or anyone else would be in violation of Section 1.11(a) of the Regulations. This would not prevent the use of such space for parking under the conditions set out in Chevy Memorandum 31 dated April 8, 1957.

See Policy changed per IM 21-3-60

File in 3-8 Policy + Proc

OREGON DIVISION

Mr. E. N. French, Regional Engineer
Portland, Oregon

08-00.7

G. M. Williams, Assistant Commissioner
Washington, D. C.

22-51

January 29, 1960

Policy on Retention of Private Facilities under Interstate Highway Projects in Mitigation of Right-of-Way Cost

Reference is made to Mr. Sargent's memorandum of October 15, 1959, concerning two high level structures to be built across the Willamette River in Portland and the possibility of leaving private buildings under the approach spans to the bridge structures.

The question of the permission for the retention of private facilities under elevated structures on the Interstate System in mitigation of right-of-way cost is one of such wide scope that until a definite pattern has been established, we feel that each problem should be submitted to the Washington office for individual determination upon the facts of the particular case.

In cases where large sums of public money are involved in the acquisition of a right-of-way, consideration may be given to agreements between the State and the owners of the property to be crossed for the State to use the air space above their property which is reasonably necessary for the construction and permanent maintenance of the elevated structures or approaches to bridges and such portions of the property as are necessary for the construction and permanent maintenance of any supporting piers for the elevated structures. The use of such surface with access thereto for any reasonable purpose which would not interfere with the full and free use of the right-of-way for the elevated structures would not conflict with Sec. 111 of Title 23 U. S. Code; provided, of course, there is an agreement between the Bureau and the State that no points of access to, or exit from the project in addition to those approved by the Secretary in the plans for such project, will be added without the prior approval of the Secretary.

Upon a review of each case by the regional and division engineer recommendations shall be made that the proposed use of the ground space under the elevated roadways and access thereto would be in the public interest, i.e. a savings in right-of-way cost by reason of operational facilities of a plant or any other reason which would accrue to the public, and that such use would not, in any way, interfere with the free flow of traffic on the Interstate System.

There should be a determination as to any fire, accident or other hazard in connection with the use of buildings under an elevated structure, not only for the structure itself but also for fire fighting

Letter sent to state sending copies of this policy. CBR 2/25/60

an informational copy of this given Merchant on 2-11-60 RHT

purposes. The latter may involve a determination of vertical and lateral clearances between the elevated structures and any buildings. Reasonable vertical clearance between the top of a building allowed to remain and the low point of the elevated structure should be approximately eight feet, however, if such vertical clearance should cause the viaduct structure to be substantially higher in elevation consideration should be given to this extra cost of construction and vehicle operation in the determination of private use of the area beneath the elevated structure.

Appropriate language should be included in the acquisition agreement to insure the safety of highway structures. It should be agreed between the State and the owner that no inflammable material will be stored in the buildings allowed to remain under an elevated structure.

If the buildings to remain under the structure are of a special use type appropriate language should be included in the acquisition instrument preventing the transfer of the building to another use without approval of the State and Public Roads.

The acquisition instrument should provide that new additional buildings will not be constructed without authority of the State and Public Roads and that when and if such authority is granted the plans for the building and the construction methods will be subject to State and Public Roads approval.

The provisions of this memorandum do not apply where requests are made for permissive use of space underneath a structure when the right-of-way has already been acquired. Once a right-of-way has been acquired for highway purposes it must be held inviolate for such purposes and the granting of an easement to the former owner or anyone else would be in violation of Section 1.11(c) of the Regulations. This would not prevent the use of such space for parking under the conditions set out in Cherry Memorandum 31 dated April 8, 1957.

Changed Dec IM 21.3.62

RECEIVED
JUL 15 1958
FOR FILING
I-5-6(11)20
6576

841

July 14, 1958

Mr. F. T. Fowler
Highway Engineering Coordinator
City of Portland
City Hall
Portland, Oregon

Dear Mr. Fowler:

Your proposal to alter the planned approach pattern at the east end of Marquam Bridge has been studied and no doubt has merit when viewed as an adjunct to the local street system. Under the Interstate Highway program, however, the direct routing of short-haul traffic onto the freeway to decrease local street volumes cannot be considered.

The connections as shown in our Technical Bulletin 58-3, when supplemented by development of the non-interstate freeways, will provide the relief you seek for Ross Island Bridge. As you know, this group of freeways does not fall within the present Interstate program.

More specifically, regarding your comments on the connections to the Grand-Union couplet, we do not feel that complete development of the potential capacity of this couplet has been made but that improvement should continue as a part of the Urban program as needs dictate.

The connections to 7th Street would constitute city street connections which are not favored at freeway-to-freeway interchange points. The eastbound approach to 7th Street sets up a bad weaving condition between A and AD line traffic and almost certainly would not gain the approval of the Bureau of Public Roads.

In the matter of connections to McLoughlin Boulevard, the normal traffic pattern from Central West-side Portland to McLoughlin will not change under the Bulletin 58-3 proposal. Northbound traffic with its origin south of Marquam Bridge should use the freeway approach ramp at Harrison Bridge. Southbound traffic on the freeway destined for McLoughlin Boulevard should use the opposing ramp into Belmont, thence to Union Avenue and south. The need for freeway traffic to McLoughlin to cross Burnside and Steel Bridge approaches on the city street system seems remote.

Very truly yours,

W. C. Williams
State Highway Engineer

LPS:fp ms
cc Mr. W. C. Williams
Mr. Tom Edwards

By: Forrest Cooper
Deputy State Highway Engineer

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
ASSISTANT TO COMMISSIONER

F. T. FOWLER
HIGHWAY ENGINEERING
CO-ORDINATOR

CITY OF PORTLAND
OREGON

June 24, 1958

REFERRED TO Cooper
By State Highway Engineer

PLEASE RETURN TO
FORREST COOPER

Mr. W. C. Williams
State Highway Engineer

Dear Mr. Williams:

Transmitted under separate cover are two sets of prints of a map and profiles of the east approaches to the proposed Marquam Bridge.

This proposed revision of the plan as indicated in your B-2 low level plan for the East Bank Freeway, has been prepared in this office after considerable study and discussion with other city agencies, and has been delayed until this time because sufficient time was not available prior to the filing of the plans by the State, and we did not wish to hold up the whole plan until all details of connecting roads and interchanges could be agreed upon.

It has been my understanding that even after agreements are signed by the City and State covering any of these projects, changes will be made from time to time with the approval of the City Engineer and the State Highway Engineer. This plan has been followed with regard to the Baldock Freeway with mutual satisfaction.

The alignments of the "A", "B", "C", & "D" connections have been maintained as indicated on the "B-2" plan as filed. There are, however, some changes in grade which are indicated on the profiles.

Connections to Grand and Union Avenues

The one-way couplet on S. E. Union Avenue and S. E. Grand Avenue are at present operating at capacity, especially S. E. Grand Avenue which must be delayed by signals at the Hawthorne and Morrison Bridge approaches.

The "J" line connection to S. E. Grand Avenue comes to grade at S. E. Market Street two blocks north of the point where northbound traffic from the Union Avenue viaduct enters Grand Avenue at Stephens Street. Such a connection would greatly add to the congestion and if the volume becomes great enough, serious traffic conditions would occur. It should also be borne in mind that S. E. Market Street is only two blocks south of S. E. Hawthorne Avenue, the east bound ramp from the Hawthorne Bridge.

Because of the present congestion on S. E. Grand Avenue and S. E. Union Avenue, the plan, as submitted, calls for the "J" line to be extended and brought to grade at S. E. 7th Avenue and an extension of the "A" line carried over S. E. 7th Avenue and entering northbound traffic at S. E. Lincoln Street.

The "G" line starts from grade at S. E. 7th Avenue and Grant Street and S. E. Division Street with a split approach and connects to the "B" line about 200 feet west of S. E. Union Avenue.

Ascending grades on the "G" line are limited to 5% while descending grades on the "J" line have a short stretch of 6%.

One of the main benefits to be gained by the use of S. E. 7th Avenue as a distributing street, aside from the relief of congestion on S. E. Union Avenue and S. E. Grand Avenue, is the increased use of the Marquam Bridge by traffic to and from the southeast area by way of S. E. Division Street. In this manner, a new six-lane structure will be able to relieve Ross Island Bridge of some of its load, a result which cannot be obtained if the plan as proposed by the State is placed in effect.

A period of possibly 20 years must elapse before the Mt. Hood Freeway can be built and the new bridge can approach its traffic capacity.

S. E. 7th Avenue is an 80 foot street with a 60 foot roadway, extending north to Sandy Blvd. and can well serve as a distributing street to all of the central east side business district.

Connections Between McLoughlin Blvd. and East Bank Freeway

S. E. McLoughlin Blvd. (U.S. 99E), now connects directly to the S. E. Union Avenue - S. E. Grand Avenue one-way couplet and it is necessary for all through traffic to travel entirely through the congested east side business area. This involves the crossing of the Hawthorne, Morrison, Burnside, and Steel Bridge approaches. Since the east approaches to the new Marquam Bridge pass so close to the existing Union Avenue viaduct which is the northerly end of McLoughlin Blvd. it would seem logical to make a direct connection between these two highway systems at this point. Such connections are indicated on the map which has been prepared. The southbound line being the "M" line which would take southbound traffic from the "A-D" line directly into the existing viaduct.

The northbound ramp is circular in form, taking off to the right from the existing viaduct at S. E. Harrison Street and making a complete circle, crosses over the existing viaduct at S. E. Lincoln Street. Connection is then made to the "C" line at Station 21+00 along the alignment of the proposed Mt. Hood Freeway connection.

If these connections are made, the existing street system will be relieved of all through traffic and an integrated system obtained between U.S. 99E and U.S. 99 (East Bank Freeway).

A direct connection will also be provided between (U.S. 99E) S. E. McLoughlin Blvd. and the Banfield Freeway (U.S. 30) via East Bank Freeway. This will simplify the routing of through traffic on the State Highway System.

Since there are no connections to the East Bank Freeway between the Marquam Bridge and the Banfield Freeway, there will be no possibility of these connections between McLoughlin Blvd. and the East Bank Freeway being used for local, short haul, traffic.

It is the desire of this office, that a careful study be made by the State Highway Department of the plans submitted herewith, so that we may be able to establish through negotiation between ourselves and the U. S. Bureau engineers, a final plan which will better serve the interests of all parties concerned.

I will be pleased to discuss this matter with you and your engineers at an early date.

Very truly yours,

F. T. Fouch

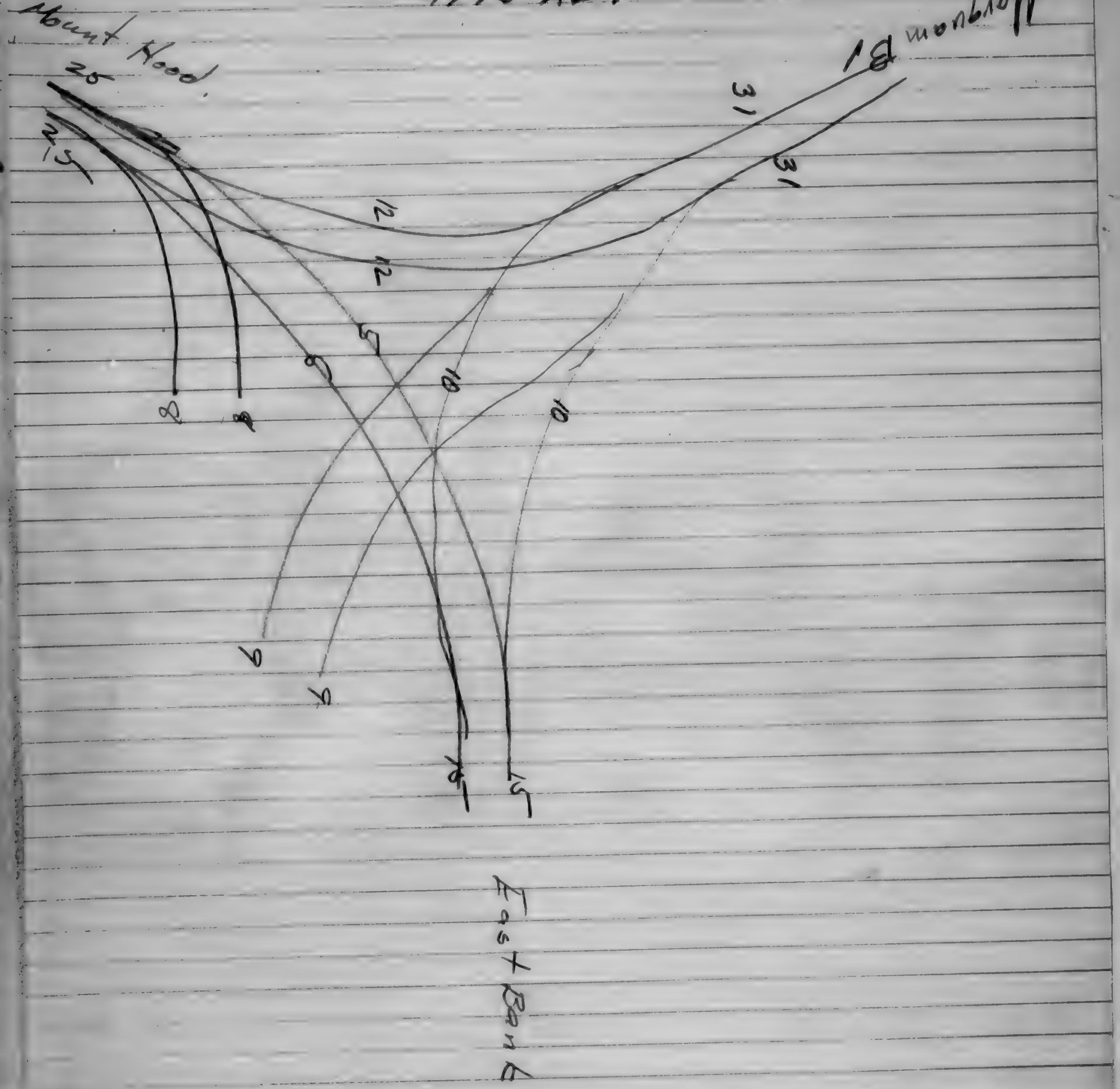
Highway Engineering Co-ordinator

FTF:jr

RECEIVED
JUN 25 1958
OFFICE OF
STATE HIGHWAY ENGINEER

East Marquam Br. Interchange
With Mount Hood Freeway

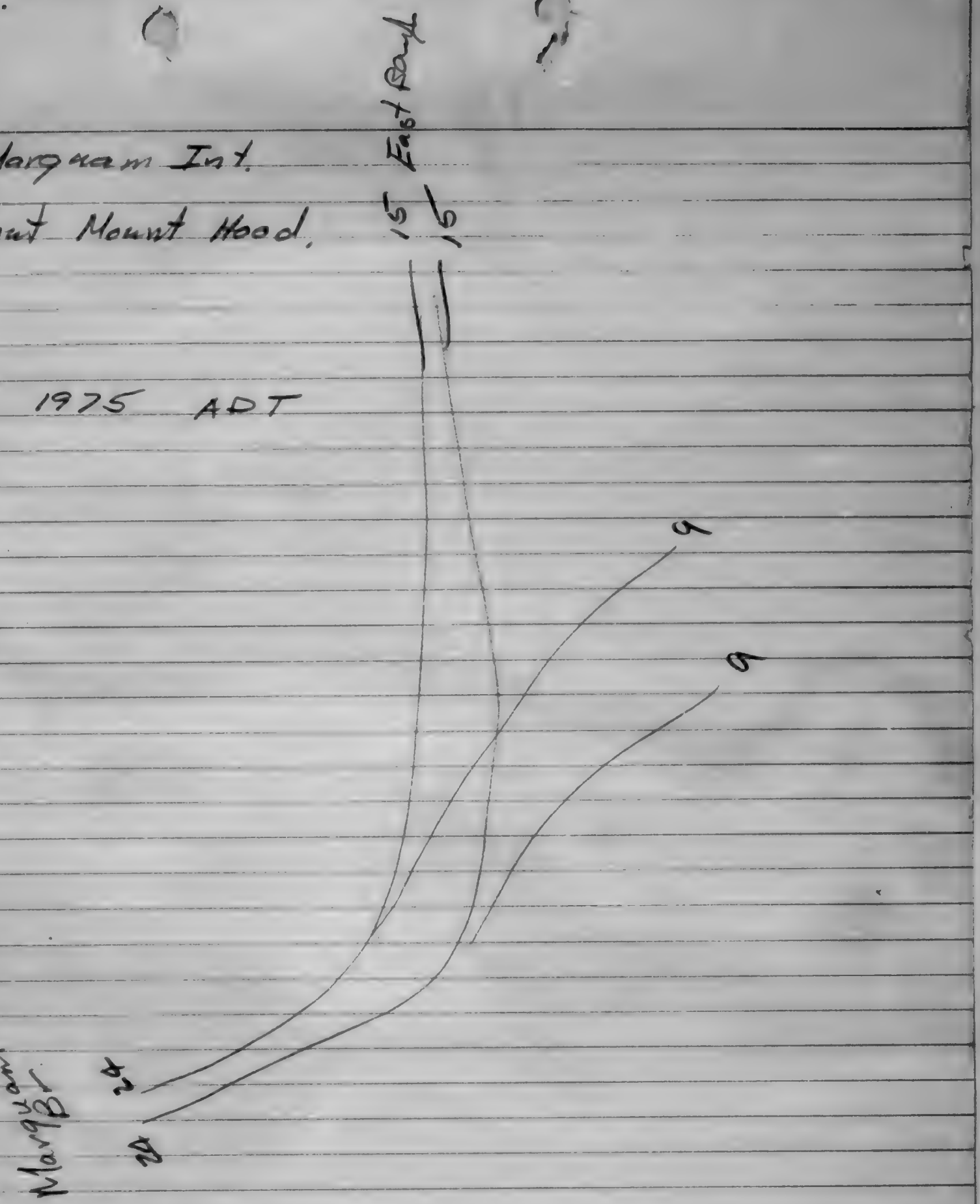
1975 ADT



East Marquam Int.

Without Mount Hood.

1975 ADT



I-5-6(41) E. Marquam Interch. Unit, 1966
301 Eastbank Freeway Sec., Pac.
#6576 Hwy. in Ptld. "ESPLANADE" #2

RECEIVED
SEP 12 1966
FOR FILING

I-5-46(41) 301
6576

September 9, 1966

The Honorable Terry D. Schrunk
Mayor of Portland
City Hall
Portland, Oregon

Dear Mayor Schrunk:

In Mr. Cooper's absence, I am forwarding plans for the pedestrian facility crossing the East Bank Freeway to the Esplanade area, inasmuch as your letter of September 2 indicated that you may not have received the detailed drawings.

We are pleased that we have been able to secure the approval of the Bureau of Public Roads for a structure of the outstanding design which is encompassed in this work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachment

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Marchant
A. E. Johnson

RECEIVED
SEP 8 - 1966
OFFICE OF THE MAYOR
FOR FILING DEPARTMENT OF PUBLIC SAFETY

TERRY D. SCHRUNK
MAYOR

CITY OF PORTLAND
OREGON

September 2, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

I am sorry I have not acknowledged your letter of August 5, 1966 at an earlier date, wherein you informed me that the Bureau of Public Roads has approved your recommendation for the construction of a pedestrian facility crossing the East Bank Freeway to the Esplanade area. Unfortunately, as you probably know, Mr. Fowler has been off duty because of illness. We are very happy to receive information of this approval, and are looking forward to the plans which you stated are in preparation. Based upon your letter, I am requesting a preliminary design of the comfort station, which I informed you the city intended to build to serve this area. Final plans for such a comfort station will be predicated on the finalization of the pedestrian overpass.

We are happy that you are contracting the remaining landscape work of the Esplanade for this fall. I agree with you that this can and will be a most beautiful stretch along the East Bank of the Willamette River. As the work you mentioned is completed, we shall move forward for additional planning for further development of this area.

I appreciate the cooperation of the Oregon State Highway Commissioners and their staff in working out this problem. I am certain that all of you will be just as proud of this development as we will be in Portland.

Again, thank you for your most welcome letter.

Yours truly,

Terry D. Schrunk

MAYOR

TDS.m

RECEIVED
SEP 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
AUG 8 - 1966
FOR FILING

August 5, 1966

The Honorable Terry D. Schrunk
Mayor, City of Portland
City Hall
Portland, Oregon

Dear Mayor Schrunk:

As you undoubtedly know, the State Highway Commission has finally secured approval from the Bureau of Public Roads to construct a pedestrian facility crossing the East Bank Freeway to the Esplanade area. This crossing utilizes a portion of the Water Street eastbound off-ramp of the Morrison Bridge for the crossing.

Plans have been supplied to and approved by Mr. Fowler which show the plan in more detail. It is expected that the work will be undertaken in the very near future and completed this year.

We are also contracting the remaining work of landscaping the Esplanade area on September 1, 1966. This landscape project is a very comprehensive one, and we feel sure will be a pleasant asset to the City of Portland and the waterfront area.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Glenn L. Jackson

bc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
A. E. Johnson

FBK:srb bg

RECEIVED
JUN 7 - 1966
FOR FILING

June 7, 1966

The Honorable Terry D. Schrunk
Mayor, City of Portland
City Hall
Portland, Oregon

Dear Mayor Schrunk:

Mr. Glenn L. Jackson has asked that I reply to your letter of May 27 having to do with pedestrian access to the East Bank Esplanade.

It appears that one of the principal stumbling blocks in securing the Bureau of Public Roads' approval will be met by the City's development plans of the area.

I have asked our people to pull together the necessary information and investigate some suggested modifications in the proposed access which I hope will allow us to receive federal participation for this project.

As soon as something definite is available, I will communicate with you.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc Glenn L. Jackson

bc Wm. A. Bowes
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
A. E. Johnson

OFFICE OF THE MAYOR
DEPARTMENT OF
PUBLIC SAFETY

TERRY D. SCHRUNK
MAYOR

CITY OF PORTLAND
OREGON

May 27, 1966

Oregon State Highway Department
Highway Building
Salem, Oregon 97210

Attention: Mr. Glenn L. Jackson

Dear Mr. Jackson:

In relation to our discussion of the need for adequate pedestrian access to the East Bank Esplanade, I am happy to inform you that the city of Portland is budgeting in our 1966-67 Capital Improvement Budget a sum for the construction of a comfort station of pleasing design to serve this park area. Plans are already developed, but not finalized, for various types of other public improvements along this important stretch of the Willamette River in order to insure the maximum usage by the people of our area. These plans include, but are not limited to, such things as concrete shelves supported by concrete piling as locations from which young and old alike can fish in the Willamette River. Historically, youngsters from the near east side and many adults have fished in this stretch of the river. Now that our upstream sewage treatment plant has been completed and has been put into operation, fishing in this area will be substantially improved.

As you know, on the east side of the Freeway there are many factories, warehouses, and offices, and with proper pedestrian access, I am confident that many of our citizens working in this area will use this park at lunch periods in the same manner as many of our citizens are using our parkway along the west banks of the Willamette River just across from this particular location.

Again, it is the intention of the City to do all in its power to fully develop for the enjoyment of our people this stretch of our river frontage. Any assistance that your Commission and the Bureau of Public Roads can give this project providing adequate pedestrian access will be a distinct service to this community and will retain the access our citizens had to the river by dedicated streets that have now been terminated by the construction of the East Bank Freeway.

Thank you for your attention to this matter.

Yours truly,

Terry D. Schrunk

MAYOR

TDS.y

Form CD-121 (11-63) (Prec: by A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 18, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

SUBJECT: Oregon Project I-5-6(14)301
East Bank Freeway Section
Pedestrian Overpass to Esplanade

REFERRED TO
Barbee - acc ma
BY ASST. STATE HWY. ENGR.
Refer to Young

We have reviewed your submission of May 6, signed by Mr. F. B. Klaboe. The data presented by the City of Portland summarizes many of the points previously discussed for this esplanade area.

As mentioned in our March 24, 1965 letter under the subject project, we have no particular objection to providing some pedestrian access from the Morrison Bridge proposed parking area to the esplanade. From the data submitted we find a commitment by the City to build a comfort station, and possibly the addition of some benches for use by those people who wish to view the river area. We feel that this is sufficient justification for the construction of an access to the esplanade, provided that the City has met its commitment of $25,000 for the fill widening.

The Council-approved plan for a pedestrian overcrossing structure at Station 421 is not considered advisable because of the reduction in horizontal sight distance and the relative close proximity of the ramp at the east end of the structure to The Dalles off ramp. As you know the State has already revised the signing throughout this area in order to keep from confusing the traveling public with signs not fully visible due to sight distance obstructions. It is felt that a pedestrian overcrossing structure at this location would only add to the driver confusion and clutter up an already complex and split-decision section of the freeway.

We have no objection to the Council-approved alternate plan provided the City agrees to the aforementioned conditions. We would recommend, however, that consideration be given to the use of a spiral type ramp on the Water Avenue side of the freeway instead of the present Council-approved switchback ramp. This would, we believe, add much to the overall aesthetics of the area.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

If the State elects to construct the access under the Council-approved alternate plan, we feel that the work should be expedited as soon as possible so that it may be accomplished under the existing East Marquam contract, and to eliminate any further delay in this very critical section. Please note that this work will necessitate some revision in the placement of the signing supports in this area.

We would like to make it quite clear that participation with Federal funds must be limited to the construction of the pedestrian overpass along the south side of the Yamhill Street ramp from the Morrison Bridge as outlined by the Council-approved alternate plan and the necessary landscaping of the esplanade area. All other facilities such as comfort stations, benches, and tables must be financed with other funds since they are not considered a part of the Interstate Highway System.

Form CD-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

F. B. KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 18, 1966

In reply refer to: 08-35-DA

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(14)301
East Bank Freeway Section
Pedestrian Overpass to Esplanade

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(more)

MAY 1 [illegible]
OFFICE OF
STATE [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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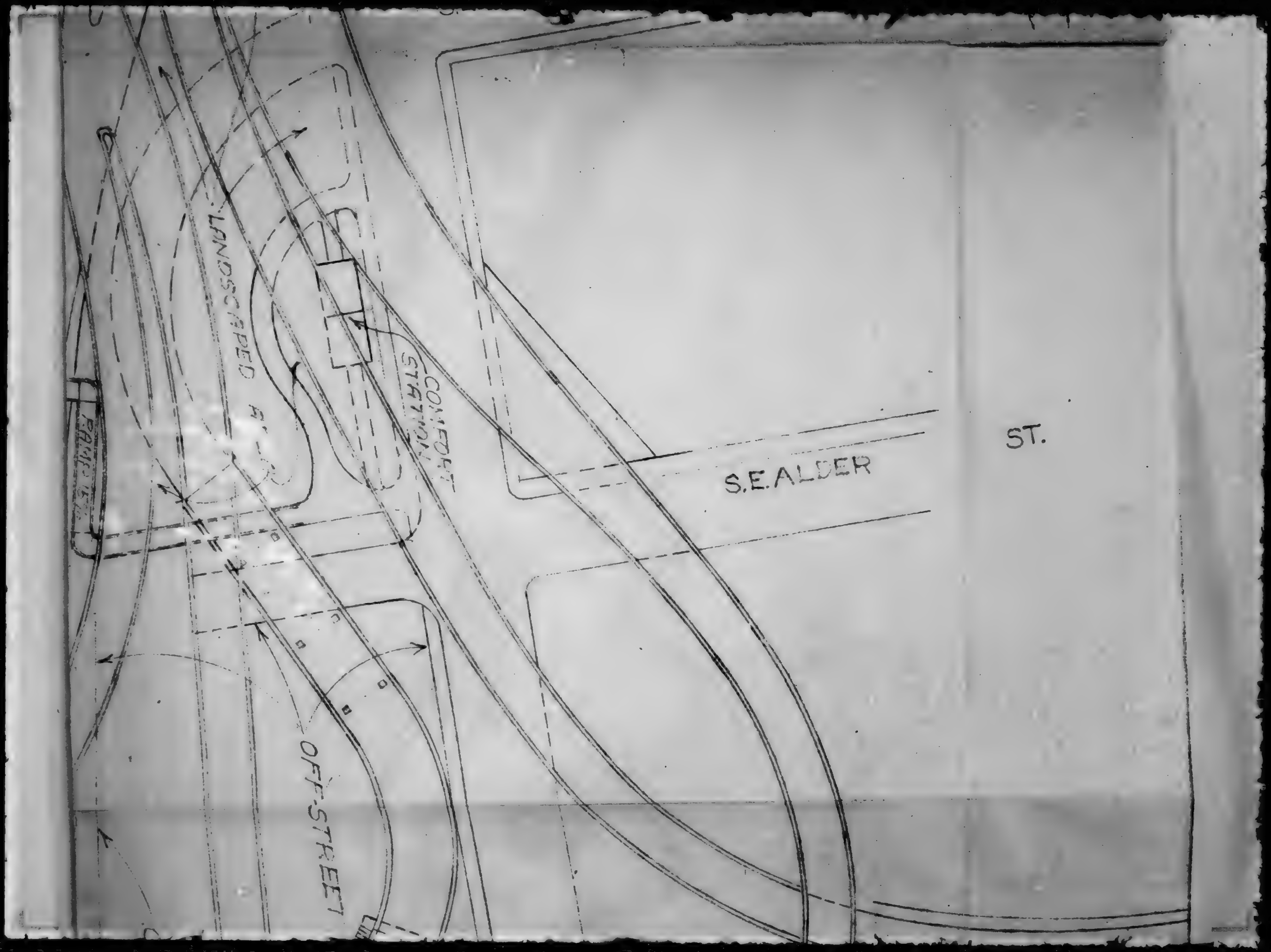
6/1/66 Brooks confirms that the Institute approval with I funds. Details to be worked out and also subject to approval. JSK.

SE. STARK ST.
S.E. WASHINGTON ST.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OFF-STREET
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S.E. MORRISON ST.

CONTRACT

S.E. YAMHILL ST.

S.E. WATER AVE.

R/W

CITY OF PORTLAND
DEPARTMENT OF PUBL
MAP OF
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FOR THE PROPO
PEDESTRIAN OVER-
CONNECTING
OFF-STREET PARK
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April-196

S.E. YAMHILL ST.

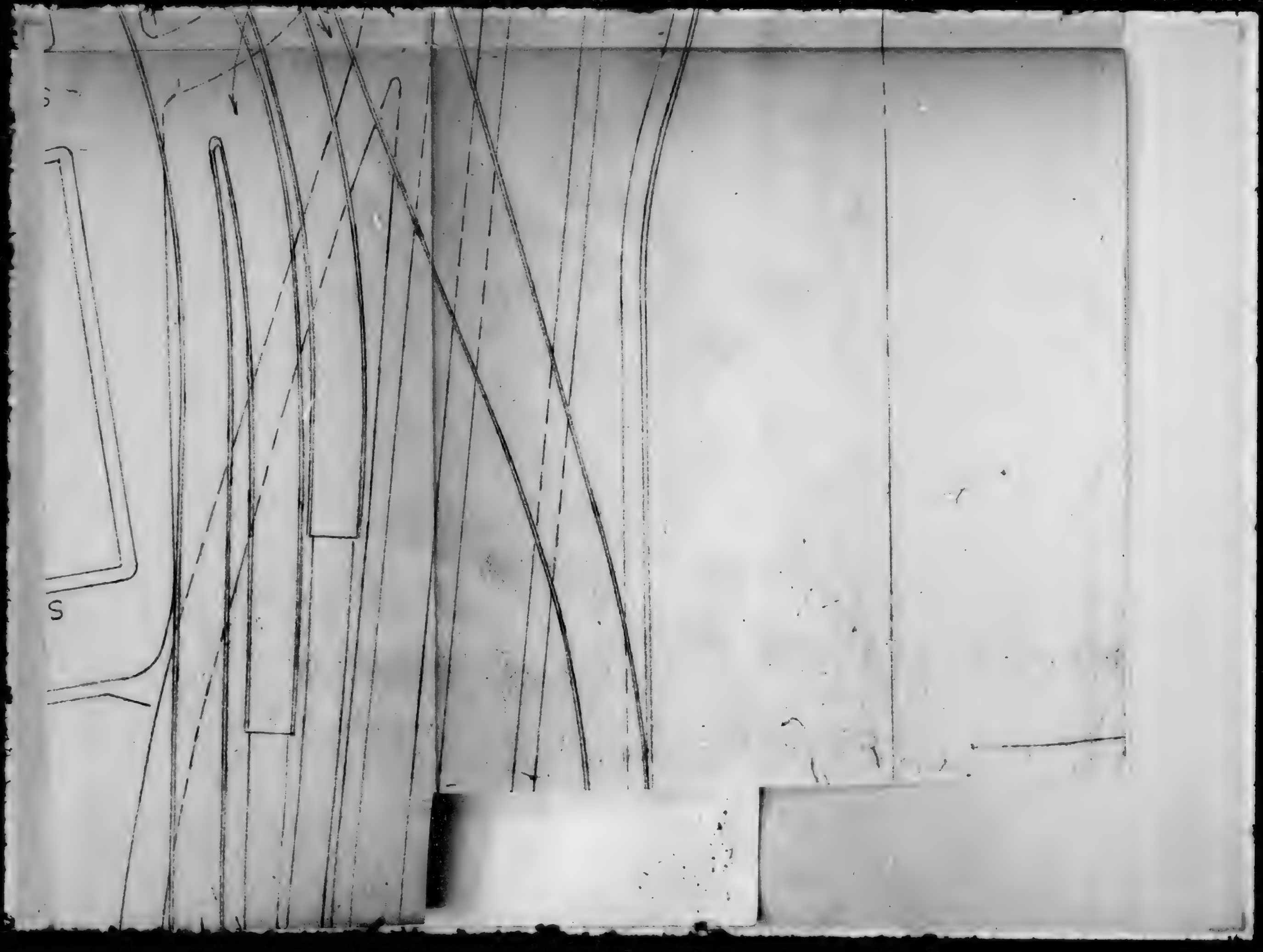
S.E. WATER AVE.

CITY OF PORTLAND OREGON
DEPARTMENT OF PUBLIC WORKS

MAP OF EAST-BANK FREEWAY SHOWING ALTERNATE LOCATIONS FOR THE PROPOSED PEDESTRIAN OVER-PASS CONNECTING OFF-STREET PARKING AREA WITH THE EAST-BANK ESPLANADE IN THE VICINITY OF THE MORRISON BRIDGE

Scale:- 1"=50'

April-1966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CONCRETE
STATION

OFF-STREET

LANDSCAPED AREA

RAMP 15%

42'

8' Clear

RAMP 15%

Future
Stairway
under ro

PARKING

CONTROL

CITY

Future
runway
under ramp

Remove existing
portion of Ramp

8'-Clear

15%

ALTERNATE LOC
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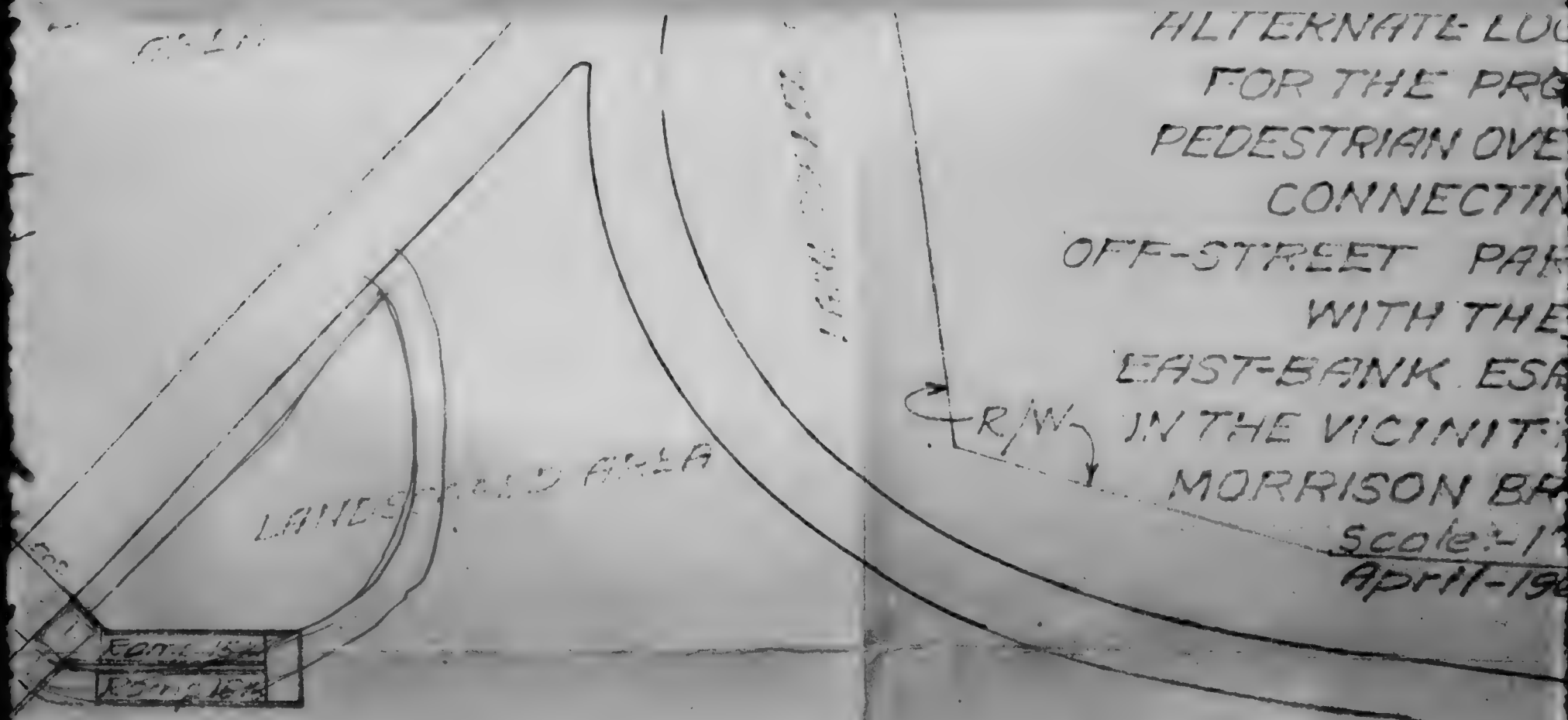

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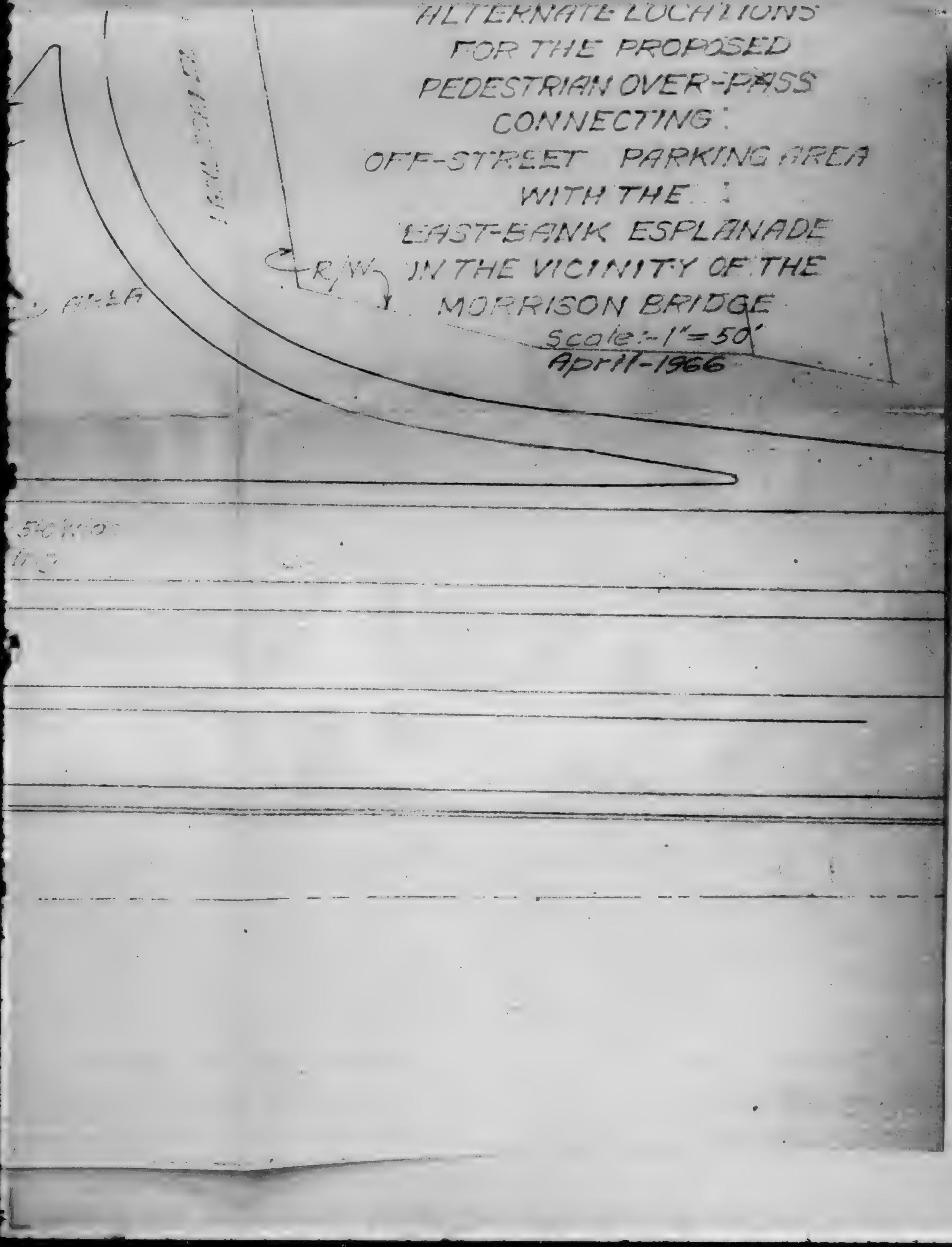
ALTERNATE LOCATIONS FOR THE PROPOSED PEDESTRIAN OVER-PASS CONNECTING OFF-STREET PARKING AREA WITH THE EAST-BANK ESPLANADE IN THE VICINITY OF THE MORRISON BRIDGE

Scale:- 1" = 50'

April-1966



RECEIVED
MAY 9 - 1966
FOR FILING

May 6, 1966

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: East Bank Freeway, Pedestrian
Overpass to Esplanade
City of Portland

Attached are copies of a report and recommendations to the Portland City Council in regard to pedestrian access to the Esplanade area. This report was adopted by the City Council April 26, 1966, and the enclosed data forwarded to the Highway Department.

Please review this material as soon as possible since some of the signing under the present contract should be revised if either the Council-approved plan or the Council-approved alternate plan is to be constructed.

We recommend the Council-approved plan and request your early approval of this requested construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klaboe
Assistant State Highway Engineer

Enclosures

cc: City of Portland

Forrest Cooper
Victor D. Wolfe
L. H. Young
A. E. Johnson (Encls.)
R. L. Porter
F. D. Morgan
H. S. Cox

OFFICE OF CITY AUDITOR

RAY SMITH
CITY AUDITOR

CITY OF PORTLAND
OREGON

3393

MAY 3 66

April 29, 1966

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Enclosed please find copy of report from the Commissioner of Public Works, with map attached, adopted by the City Council April 28, 1966.

Yours very truly,

Auditor of the City of Portland

RLM:mm
Cal. No. 1632
Encl.

REFERRED TO
BY DEPUTY STATE HIGHWAY

RECEIVED
1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 1966
OREGON
STATE HIGHWAY COMMISSION

OFFICE OF CITY AUDITOR

RAY SMITH
CITY AUDITOR

CITY OF PORTLAND
OREGON

April 29, 1966

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Enclosed please find copy of report from the Commissioner of Public Works, with map attached, adopted by the City Council April 28, 1966.

Yours very truly,

Ray Smith
Auditor of the City of Portland

RLM:mm
Cal. No. 1632
Encl.

East Bank Esplonade
pedestrian Overpass

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER
for handling
to make application
to BPR - Cc to go
to City -

RECEIVED
MAY 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 1966
OREGON
STATE HIGHWAY COMMISSION

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

O. J. LINDSTEDT
CHIEF OF OPERATIONS
NORMAN R. DRULARD, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON

April 27, 1966

TO THE COUNCIL:

Your Commissioner of Public Works transmits herewith report regarding the East Bank Esplanade. This subject has been discussed by the Council many times. Also transmitted herewith is a map showing the location of the proposed pedestrian crossing.

This matter will come before the Council at 2:00 P.M., April 28.

Your Commissioner

RECOMMENDS

that the report be adopted by the Council, and requests that the Auditor transmit a copy to Mr. Forrest Cooper, State Highway Engineer, and a copy to Mr. Glenn Jackson, Chairman of the State Highway Commission.

Respectfully submitted,

William A. Bowes
Commissioner of Public Works

B:dl

The problem of providing adequate pedestrian access to the East Bank Esplanade must be solved soon so that the construction of the essential pedestrian overpass may be completed before the section of the East Bank freeway between the Morrison and Marquam Bridges is open to traffic.

The State Highway engineers have indicated that the City of Portland must establish the necessity for such a pedestrian overpass before the construction will be approved by State. While the City staff and the members of the City Council feel that the necessity for such access to the East Bank Esplanade should be clearly evident, the following factual and supporting data are being presented.

Factual Data

1. The State Highway Department has under contract the section of the East Bank Freeway between the Burnside Bridge and the Marquam Bridge.

2. This contract calls for the erection of a sign bridge and directional signs for northbound traffic at Sta. 420 & 35 on the "L" line, said point being approximately halfway between S. E. Washington and S. E. Alder Street if extended west.

3. This location would provide the most suitable location for the construction of a pedestrian overpass in order to provide access to the Esplanade area from the proposed parking area under the Morrison Bridge approaches.

4. The State Highway Department has prepared plans for the landscaping of the waterfront area between the Burnside and Hawthorne Bridges.

5. These plans have been tentatively approved by the City Council so that State can proceed with contract plans, said plans to be approved by City before contract.

6. These landscaping plans call for the landscaping of an area between S. E. Washington Street and S. E. Alder Street between S. E. Water Avenue and the Morrison Bridge approach.

7. This area provides for a possible location for a comfort station to serve the public who would be using the Esplanade area.

8. The City Council has informally indicated its intention to build such a facility as soon as the highway and landscaping are completed, contingent, of course, on the construction of the essential pedestrian overpass.

9. A pedestrian overpass in this area would provide direct access to these comfort station facilities from the Esplanade area.

10. The City of Portland entered into an agreement with the State Highway Commission for the widening of the Esplanade area by twenty feet from the Burnside Bridge to the Hawthorne Bridge in order to provide a more usable area for development as an Esplanade, and the City agreed to pay 50% of the cost, or $25,000.

11. The State Highway Department has agreed to landscape the area, provide irrigation facilities, and to construct a 10-foot-wide walkway for its entire length, and to maintain the area after completion.

Supporting Data

1. Under date of January 2, 1959, the City Council, by Ordinance No. 109279, agreed to the closure of all streets between S. E. Washington Street and S. E. Hawthorne Boulevard, between the west line of S. W. Water Avenue or the east right-of-way line of the East Bank Freeway and the harbor line of the Willamette River.

2. This action provided State with approximately 3.5 acres of land for right-of-way, without cost.

3. All access to the waterfront from the east between S. E. Washington Street and S. E. Main Street was eliminated by the construction of the freeway.

4. If the proposed pedestrian overpass in the vicinity of S. E. Alder Street or some alternate location is not constructed, the only vehicle and pedestrian access to the waterfront after completion of the freeway will be by way of S. E. Main Street and S. E. Madison Street.

5. With the completion of the construction and landscaping of the Esplanade area, a walkway three-fourths of a mile in length, with benches at frequent intervals, will be provided.

6. The City has requested State to reserve the parking area under the Morrison Bridge approaches and the area between S. E. Salmon Street and S. E. Hawthorne Boulevard under the freeway elevated structures for the parking of the cars of people desiring to use the Esplanade area for recreation purposes, and the City plans on improving these parking areas when the freeway landscaping is finished.

7. The State has prepared tentative plans for these parking areas with landscaping necessary to an aesthetic appearance.

8. While direct access will be provided to the Esplanade from the Salmon Street-Hawthorne Boulevard parking area, no access will be provided from the Morrison Bridge parking area without the proposed pedestrian overpass.

9. With the development of the Esplanade, a fine view will be provided of the west-side area, and crowds of several hundred people may be expected to view the ships along the west-harbor wall and the various water pageants during rose festivals and on various other occasions.

10. Further improvements of the Esplanade area, such as ornamental lighting and fencing at the top of the rock embankment along the river are anticipated by the City, but these would depend greatly on the improved access to be provided by the proposed pedestrian overpass.

Recent Developments

Under date of April 13, 1966, the State Highway Department transmitted a letter to Commissioner Bowes, over the signature of Mr. F. B. Klaboe, Assistant State Highway Engineer, concerning the possible locations of a pedestrian overpass in the vicinity of the Morrison Bridge approaches, together with four different locations and designs for said overpass. A description of the four plans taken from the letter follows:

> "Plan "A" would provide ramps to the existing Yamhill structure and would utilize the walkway under said structure over to Water Street. The walkway and stairs, as shown in yellow, are now under construction and were added to the project at the City of Portland's request. Our present plans call for signs to be placed on this Yamhill structure.
>
> "Plan "B" would utilize the stairs and walkway now under construction (yellow) and would provide only the one ramp on the Esplanade side of the freeway.
>
> "Plan "C" provides an entirely new pedestrian crossing with ramps tying in on the east side to the walkway now under construction. If this plan is used, the signs planned for the Yamhill structure will have to be moved to the pedestrian crossing.
>
> Plan "D" provides a complete new crossing north of the Morrison Bridge. This plan will also require some adjustment in our signing plans."

Plan "A" requires the use of the existing walk on the Yamhill Street ramp from the bridge and the existing sidewalk to connect to S. E. Water Avenue. These walks are only 5 feet in width and would not be ample to carry much pedestrian traffic in safety.

Plan "B" has the same objections and, in addition, calls for the use of the existing stairway to connect to the Yamhill Street ramp.

Plan "C" would provide a suitable overpass provided the existing sidewalk connecting to S. E. Water Avenue were widened from 5 feet to 8 feet. The overpass is at the location of a sign bridge called for on the contract plans.

Plan "D" conforms with the location recommended by the City, the only change being in the ramp along the Esplanade, which State has shown with a switchback instead of a straight line.

Elimination of Sign Bridges

The State Highway Engineers have indicated a desire to eliminate sign bridges as far as possible for esthetic reasons. This action has been taken on the Stadium Freeway, with the directional signs being located on the sides of the overpass structures. Directional signs which projected above the tops of the railings are being redesigned to eliminate this objectionable feature.

If this change should be made in the signing of the East Bank Freeway in the vicinity of the Morrison Bridge, the erection of pedestrian overpasses according to State's Plan "A" or Plan "D" would not be possible because the overpasses would hide the directional signs. Because of this possibility, an alternate plan for the pedestrian overpass has been shown on the accompanying map. This plan is a modification of State's Plan "A" by constructing an overpass structure adjoining the existing sidewalk on the Yamhill Street Ramp. The parapet and railing on the existing walk would be removed and reconstructed on the new overpass. The walk area would be widened to 10 feet by this method.

This plan would have the added value of a connection to the sidewalk on the south side of the bridge and also a connection to the eastbound bus-loading zone on the Yamhill Street Ramp. The location of the comfort station, as shown on the map, in the area between S. E. Belmont Street and S. E. Yamhill Street west of S. E. Water Avenue would still be adjacent to the parking area, and access to the Esplanade area would be as good as on the originally-recommended plan.

Recommendations

In view of the facts set forth in this report concerning the actions of State and City leading up to the construction of the East Bank Freeway with its Esplanade and landscaped area, which construction has almost completely cut off access to the Esplanade area;

Considering, also, the supporting data for the pedestrian overpass which covers in detail the many and varied reasons why such a pedestrian overpass should be constructed as a part of the East Bank Interstate Freeway, the following recommendations to the City Council are made:

1. That this report be adopted by the Council and made a matter of record.

2. That the location and general design of the pedestrian overpass as shown on the map accompanying this report and conforming approximately to Plan "D" as submitted by the State on April 13, be approved by the Council.

3. That the plan for the pedestrian overpass along the south side of the Yamhill Street ramp from the Morrison Bridge, with the sidewalk along the ramp to be ten feet in width and all ramps and connecting walks to be eight feet clear in width, be approved by the Council as an alternate.

4. That the use of ramp approaches, instead of stairways, be insisted on.

5. That the State be requested to proceed at once with the design and preparation of plans for this overpass, subject

to approval by City, so that construction can be finished before the freeway will be open to traffic.

6. That the construction of this overpass be made as a part of the Interstate Highway system, the cost to be divided on a 92% federal, 8% state basis.

7. That copies of this report, together with the official action of the Council, be transmitted to the Oregon State Highway Commission.

Wm A Bowne

COMMISSIONER PUBLIC WORKS

4/27/66 pb

RECEIVED
SEP 6 - 1966
FOR

Form CD-121 (11-63) (Prom. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 30, 1966

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange
Morrison Bridge Pedestrian Ramp

Reference is made to Mr. Klaboe's letter of August 18 and Mr. Merchant's letter of August 25, 1966.

We approve the plans (Drawings 22433 - 22437 and 22445) for subject ramp and also hereby confirm our earlier verbal approval given you for construction of this structure by price agreement under the East Marquam Interchange project subject to your obtaining satisfactory agreed prices.

We now understand that the latest price offered by the contractor is some 7 percent less than the initial offer of $71,796 as itemized in your August 25 letter. This will bring the agreed price down close to the estimate prepared by your Department and shown on page 2 of your August 25 letter. The proposed agreed price is satisfactory.

REFERRED TO
Edw - Merchant - Young
BY ASST. STATE HWY. ENGR.
Morgan 9-1-66

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

August 25, 1966

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Dear Sir:

Re: West Marquam Interchange
Contract No. 0576
F.A.P. No. I-5-3(41)301

Confirming our telephone conversation with Mr. Tokerud of your office on August 25, we propose to construct the Morrison Bridge Pedestrian ramp under price agreement with Lord Bros. Contractors, Incorporated. Lord Bros. offers the following unit prices for the work. We accept these unit prices and they will be the basis for the price agreement.

1.	Shoring and cribbing	Lump sum			2,000.00
2.	Structural excavation	154 cubic yards	@	15.00	2,310.00
3.	Structural excavation below elevation shown	15 cubic yards	@	15.00	225.00
4.	Furnish 10BP42 steel piling	3,440 ft.	@	5.50	18,920.00
5.	Drive steel piling	26 only	@	130.00	3,380.00
6.	Splice steel piling	5 only	@	40.00	200.00
7.	Class A Concrete	215 cubic yards	@	87.00	18,705.00
8.	Metal reinforcement	35,790 lbs.	@	0.16	5,726.40
9.	Embankment in place	70 cubic yards	@	7.00	490.00
10.	Concrete walk	64 square yards	@	5.00	320.00
11.	Alter existing bridge, widen sidewalk, install inlet and drains, remove and replace fence, furnish and install pedestrian barrier and repair copings	Lump sum			6,300.00
12.	Metal parapet rail #10343	540 ft.	@	24.00	12,960.00
					71,796.40

Lord Bros. made a further offer to reduce the price of unit number 11 by $2,190 provided arrangements could be made to pay the retained percent age on Contract 65% immediately on completion of the original contract work. In addition as the price agreement we are negotiating with Lord Bros. becomes a part of the parent contract and the fact that the work under the price agreement will not be completed at the time the work on the parent contract is completed, it is not possible under the contract specifications to accept this offer for the reduction.

The Department's estimate for the work is as follows:

1.	Shoring and cribbing	Lump sum		2,000.00
2.	Structural excavation	154 cubic yards	@ 7.00	1,078.00
3.	Structural excavation below elevation shown	15 cubic yards	@ 7.00	105.00
4.	Furnish 1oBP42 steel piling	3,440 ft.	@ 5.00	17,200.00
5.	Drive steel piling	20 only	@100.00	2,000.00
6.	Splice steel piling	5 only	@ 40.00	200.00
7.	Class A Concrete	215 cubic yards	@100.00	21,500.00
8.	Total Reinforcement	35,790 lbs.	@ 0.14	5,011.00
9.	Embankment in place	70 cubic yards	@ 7.00	490.00
10.	Concrete walk	64 square yards	@ 4.00	256.00
11.	Alter existing bridge, widen sidewalk, install inlet and drains, remove and replace fence, furnish and install pedestrian barrier and repair coal chute	Lump sum		6,000.00
12.	Metal parapet rail #2036	540 ft.	@ 16.00	8,640.00
				65,000.00

In 1964 we built the Lombard Street pedestrian overcrossing similar in the type of construction to that proposed for the Morrison Street work. The superstructure on the Lombard Street overcrossing cost approximately $17 per square foot. Our estimate of cost for the superstructure on Morrison Street is approximately $17 per square foot. The Lord Bros. estimate for the Morrison Street pedestrian work is approximately $18 per square foot of superstructure. Prices for substructure work offered by Lord Bros. are reasonable.

May we have your early approval of negotiating this price agreement as we must negotiate the price agreement with Lord Bros. at the earliest practicable date.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CHG:jf

RECEIVED
AUG 18 1966
FOR FILING

August 18, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Morrison Street Bridge Pedestrian Ramp

In answer to your letter dated July 21 concerning the subject project, we hereby submit prints of the structural plans (Drawings No. 22433-22437 and 22445) and two extra copies of the initial and supplemental foundation reports.

We agree that differential settlement of any appreciable amount in a continuous structure with short spans cannot be tolerated. However, as outlined in the foundation reports, we believe that steel piling can be driven through the riprap and rock toe to approximate elevation -105. As noted on the plans, all piling will be driven to a minimum of 90 tons bearing.

As per your request the detailed breakdown of the quantities involved is as follows:

Structural Excavation	154 Cu. Yds.
Furnish 10 BP 42#	3440 Lin. Ft.
Drive Steel Piling	26 only
Class "A" Concrete	215 Cu. Yds.
Metal Reinforcement	35,790 Lbs.
Metal Rail	540 Lin. Ft.

We respectfully request your early approval of this project in order to accomplish as much of the construction as possible prior to an early anticipated opening of the East Bank Freeway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
A. A. Rear
Tom Edwards
T. C. Roake
L. H. Young
Mark Astrup
A. E. Johnson

LLW:smd srb
Enclosures

Salem, Oregon
August 10, 1966

Memo To The Files

Morrison Pedestrian Ramp
Br. No. 512A - East Bank Freeway
Portland, Multnomah County
August 9, 1966

Supplement to August 8 recommendation concerning use of steel piles on the river side of the ramp.

Piling in Rock Toe Material

The original recommendation of maintaining a 25 ton driving resistance tip penetration above elevation "zero" did not discuss eventual settlement of the footings due to consolidation of the foundation material below elevation -10. Test hole data from Test Holes 2 and 3 indicate that consolidation has taken place below the rock toe for a depth of at least 10 feet that has increased the bearing capacity about 10 percent as indicated by the increase in resistance to a standard split-barrel sampler in this zone.

Because of the very recent age of the East Bank Fill, about 3 years, a slow but noticeable consolidation may be expected in the general area of the ramp over the next four to five years of not more than 3/4 inch.

Stopping bearing piles in the rock toe will subject the proposed structure to a slow but continuous settlement of not more than ½ inch for the next year and about 1/8 inch annually in the next few years. This judgement is based on experience of the area and not on specific tests.

Piling Driven Through the Rock Toe

Predrilling will be a very expensive procedure involving casing through the sand fill above the rock toe as the sand will not hold open for any hole to accept a 10" steel "H" pile. Furthermore, the loose rock toe material will not maintain a hole as loose rock will ravel into any opening. This is our experience in loose rock and gravels where we use

Salem, Oregon
August 10, 1966

Memo To The Files

Morrison Pedestrian Ramp
Br. No. 5124 - East Bank Freeway
Portland, Multnomah County
August 9, 1966

Supplement to August 8 recommendation concerning use of steel piles on the river side of the ramp.

Piling in Rock Toe Material

The original recommendation of maintaining a 25 ton driving resistance tip penetration above elevation "zero" did not discuss eventual settlement of the footings due to consolidation of the foundation material below elevation -10. Test hole data from Test Holes 2 and 3 indicate that consolidation has taken place below the rock toe for a depth of at least 10 feet that has increased the bearing capacity about 10 percent as indicated by the increase in resistance to a standard split-barrel sampler in this zone.

Because of the very recent age of the East Bank Fill, about 3 years, a slow but noticeable consolidation may be expected in the general area of the ramp over the next four to five years of not more than 3/4 inch.

Stopping bearing piles in the rock toe will subject the proposed structure to a slow but continuous settlement of not more than ¼ inch for the next year and about 1/8 inch annually in the next few years. This judgement is based on experience of the area and not on specific tests.

Piling Driven Through the Rock Toe

Predrilling will be a very expensive procedure involving casing through the sand fill above the rock toe as the sand will not hold open for any hole to accept a 10" steel "H" pile. Furthermore, the loose rock toe material will not maintain a hole as loose rock will ravel into any opening. This is our experience in loose rock and gravels where we use

either rotary or churn drills. Drilling below the water level also adds difficulty to maintaining an open drill hole. The water level is near elevation plus 10.

Casing a hole will require at least a 1/4 inch I.D. casing. The State does not have a drill capable of this size for rock drilling. A cursory inquiry from Ed Jannsen's office indicated a cost of from $40-$50 per foot to provide an open hole to pass a 10 inch "H" through the upper fill and rock toe material. This cost of predrilling would be far too expensive for this size of structure.

On the above basis with a desire to obtain support that will be subject to no settlement it is recommended that the contractor be instructed to drive all piling through the rock toe and into sound gravel near elevation minus 105 at 50 ton driving resistance. The high loading is to accommodate the negative friction due to the consolidation of the river sediments between elevation minus 10 and minus 105 which will add to the load carried by the pile. Our experience in this area indicates a significant increase in this type of load.

Based on the test records obtained in Test Holes 2 and 3 from the driving of the Oregon Miniature Pile, it is expected that the 10 inch "H" piling can be driven completely through the rock toe down to the basic gravel near elevation minus 105.

The resistance of the miniature pile is as follows:

Test Hole	Elevation of Test	Blow Count/1 Foot Penetration
2 (426+80-110' Rt.)	+2	7,17,27,24,30
	-7	19,25,25,28,43
3 (426+47-110.5' Rt.)	+11	13,22,19,23,25
	+3	3, 5,12,21,25
	-6	27,21,15,19,—

This test tool is driven with 1,000 foot-pounds of energy and the testing tool is a 7/8 inch cylindrical steel shaft slightly tapered to a 2 3/8 inch butt in approximately as shown by the attached sheet.

Wm C. Hill
Foundation Engineer

WCH:jf

Salem, Oregon
August 9, 1966

Ivan D. Morchant
Bridge Engineer

O F F I C E

Foundation Recommendation
Morrison Pedestrian Ramp
Br. No. 512A - East Bank Freeway
Portland, Multnomah County
August 8, 1966

Location:

This pedestrian ramp is proposed to provide access from the south side of Morrison Street Bridge to the east bank esplanade on the river side of the East Bank Freeway in the City of Portland.

Foundation Material:

The area on which both the Morrison Street Bridge and the proposed ramp lie is an artificial fill of an old barge channel which served the warehouses on Water Street. The upper 30 to 40 feet is a sand and rubble fill over the deep organic river sediments offering no support for a structure.

Under the footings on the river side of the proposed structure is a rock toe built in 1962 by loosely dumping rock of from 6 inch to 2 foot diameter immediately on top of the river bottom. The location of this rock toe of the esplanade fill is not exact as the material was paid for by ton measure and brought up to elevation 14 with a 1.2 slope to a top width of at least 10 feet. Test Hole 2 and 3 found this rock top near elevation 11 at the north footing and near elevation 14 at the south footing, both about 110 feet right of the Freeway center line. The bottom of the rock toe was found near elevation minus 11. Thus there is from 16 to 20 feet of rather loose rock before we break through into the organic sediments.

On the Freeway side the footing areas lie in the sand fill which was placed on top of the underlying sediment. Thus there is no rock or otherwise substantial supporting layer below the footings next to the East Bank Freeway.

Fill Material:

There is no fill for this project.

Foundation Recommendation:

This proposed bridge will require pile support under all footings.

Steel "H" Piling:

Steel piling are recommended for all footings. The penetration of steel piling will be erratic for the riverside footings. The T.H. for the south riverside footing indicated that it was above the center area of the rock toe with approximately 25 feet of loose rock to be penetrated. The T.H. for the north riverside footing indicated that it was above either the river or land side slope, the rock being found near elevation 10 about four feet below the top of the rock toe. The depth of rock at this point was approximately 20 feet.

Penetration of the foundation steel piling may be expected as follows:

Freeway side footings	Tip elevation -105
Riverside footings	Hard driving may be expected in the rock toe. For driving resistance equal to the design load of up to 25 ton, the pile tip may be maintained above elevation zero (0). If the driving resistance equal to the design load is not attained down to elevation zero, the driving should be continued through the rock toe to near elevation -105 for point bearing.

All steel piling should have the tip reinforced for hard driving through the rock or gravel in which the pile will come to rest.

Wm. C. Hill
Foundation Engineer

WCH:jf

cc: A. A. Roar
Theo. C. Rooke
L. L. Wallace

RECEIVED
AUG 8 - 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

KLAPOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 3, 1966

In reply refer to: 08-35.EC/710.11

FROM : A.W. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
By Asst. State Hwy. Engr.
8-5-66

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's two July 18 letters submitted five projects for inclusion in the subject program. These items include one Stage I and the remainder Stage 2 projects as follows:

Item	Project	Location	Work
454	I-5-5(34)273	Woodburn Interchange Section	Stage I - ROW
455	I-5-3(75)145	Cabin Creek Rest Area Section	Channel Imp. & Riprap
456	(Item returned per your request)		
457	I-80N-2(34)38	Bonneville-Hood River Co. Line	G-P- 4 strs.
458	I-5-6(61)302	Eastbank Freeway Section	Landscape

Approval of these items is effective this date subject to the following comments:

Item 454, I-5-5(34)273, Woodburn Interchange Section, is approved in Stage 1, and authorization to proceed with all phases of right of way including actual acquisition effective this date. This approval and authorization to proceed with this Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating, in any manner, any obligation on the part of the Federal Government to provide Federal funds for this undertaking.

Item 456 was returned to your office upon request.

On Item 457, I-80N-2(34)38, Bonneville-Hood River County Line Section, authorization to proceed with utility preparatory work is effective this date.

Item 458, I-5-6(61)302, Eastbank Freeway Section, provides for landscaping of this segment for highway purposes only, therefore participation in elements of this project for pedestrian utilization such as benches is denied. We understand, contrary to the PR-1 form, that neither lawn construction or jute matting is planned for this project. We further understand that adjustment of curbs, walks and construction of the ramp at Esplanade access (Station 427) is planned to be done under a change order on the East Marquam Interchange Section. We

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

suggest that it could be possible to add the walkway on the easterly side at approximately Station 430 to this proposed project.

This program action provides for 1.80 miles of improvement of construction and right of way at a total estimated cost of $5,701,000 (including $60,000 of Stage 1 financing) of which $5,189,000 is reserved as Federal-aid Interstate funds.

RECEIVED
AUG 3 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
AUG 5 - 1966
FOR FILING

Form CD-121 (11-63) (Prom. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-6(41)301
427

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301,
East Marquam Interchange Section,
Esplanade Retaining Walls

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE
Salem, Oregon 97301

DATE: July 29, 1966

In reply refer to: 08-35-DA

Mr. Klaboe's letter dated July 25, asked for our reconsideration of the approval statement in our memorandum to you dated July 21, 1966.

The matter of providing facilities for the pedestrian usage of the esplanade area adjacent to I-5 in Portland has been thoroughly reviewed by this office and our Regional office. Interstate participation will be limited to landscape items, and the pedestrian ramp providing access to the area from the "Y" line structure. Any facility for the use, or protection of the general public (not highway users) should be provided with other funds.

8-4-66
REFERRED TO
Edwards - Astrup - Marshall
BY ASST. STATE HWY. ENGR.
Morgan - Young
Mason - Johnson

Please do pedestrian rail as a non-participating item.
WK.

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 26 1966
FOR FILING

I-5-6(41)30'

6576

Esplanade

July 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Oregon Project I-5-6(41)301
East Marquam Interchange Section
Esplanade Retaining Walls

We are pleased to note that your reference letter 08035-DB approved the subject wall. We are not pleased with the reservation and the substitution of a chain-link fence for the iron balustrade rail.

It is probably our fault that you had the impression that pedestrians would not be next to the balustrade rail. That is not the case. The construction of the wall permits a vast improvement in the design and planting of the esplanade by breaking up the long, straight walk and adding additional interest. We believe these esthetic considerations agree with national objectives, and your approval of the balustrade submitted is warranted. Further, the design is identical with that proposed for the pedestrian ramp and a chain-link fence in this close proximity would be inconsistent and unsatisfactory.

I trust you will reconsider your approval statement in view of this information.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
Ivan Merchant
L. H. Young
A. E. Johnson (Enc.)

MHA:de srb

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: July 21, 1966

In reply refer to: 08035-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(41)301
East Marquam Interchange Section
Esplanade Retaining Walls and Pedestrian Ramp from Morrison Bridge

REFERRED TO
Astrup - Morgan
ASST. STATE HWY. ENGR.
Merchant - Young
7-26-66

Retaining Wall

Your submission of July 13, 1966 outlining additional wall construction for landscaping in the East Bank Freeway area has been reviewed. We will approve this work with the exception of the proposed balustrade rail. Since pedestrians will not be next to this rail (only landscaping), we can see no reason for the expensive-type rail proposed. Our participation in the rail will be limited to a 4-foot chain link fence.

Pedestrian Ramp

Your submission of July 15 followed by your inter-department letter of July 18, 1966 and signed by Mr. L. L. Wallace on the cost of a separate pedestrian structure at station 420+75 indicates a favorable saving for construction of the pedestrian ramp from the Morrison Bridge.

Type	Cost
Circular design	$51,000
Rectangular design	46,500
Separate structure	92,000

The circular design you propose does not appear excessively more costly than the rectangular design. Differential settlement certainly could not be allowed in the design of a circular ramp. In view of the rock toe and riprap placed in this area, it would appear highly unlikely that piling of any sort can be driven in the 48-50 foot distance from the curb as shown in your preliminary sketches. Extensive work to excavate through the riprap and rock toe has not been included in your costs, and furthermore is not recommended. Before we could give approval for a circular ramp, you should sufficiently investigate the foundation in this area to assure yourself and us that you can either drive piles economically through the fill and/or differential settlement will not be a problem. A detail breakdown of the estimated work will also be necessary.

copies to Morgan
Merchant
7-22-66

copy to
A E Johnson
7-25-66

copy to
Esplanade
7-22-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 24 1966
FOR FILING
I-5-6(41) 301
6-16

Esplanade

July 15, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Subject: Pedestrian Overcrossing
Esplanade Section
East Bank Freeway, Portland

Dear Mr. Parsons:

Transmitted herewith are three copies each of two designs in solution of the subject problem. The estimated cost of the circular design is $51,000; the rectangular design, $46,500. Both estimates include a contingency amount.

The State favors and recommends your approval of the circular design. The slight difference in cost is insignificant in consideration of the total cost of the section. We also believe the circular design will engender public acclaim whereas the more prosaic rectangular design could readily arouse criticism as lacking in imagination and esthetic "zap". I'm sure you will agree that no one wants further public censure or agitation on this subject.

Again, time is of the essence as construction on this project should be completed before the section is opened to travel. We therefore request your approval of our endeavoring to reach a satisfactory price agreement with Lord Brothers as soon as designs can be completed.

May we have an early and favorable reply?

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. D. Morgan

Plan enclosures are in Bridge Division files. MHA 7/14

MHA:dc

RECEIVED
JUL 15 1966
FOR FILING
I-5-6(41)301
6&16
Explanade

July 13, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Subject: Wall Construction
East Bank Freeway

Dear Mr. Parsons:

Transmitted herewith are three copies each of Retaining Wall Drawings Nos. 22194, 22195 and 20343, desired for construction on the subject project. The estimated cost is $33,000 including contingencies.

The design has been discussed with members of your staff. I understand it has their approval.

To expedite completion before this highway section is opened to traffic, your approval of our negotiating a price agreement with Lord Brothers covering the wall construction is requested. As time is of the essence, an early and favorable reply will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klabee
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. D. Morgan

MHA:de

RECEIVED
JUL 13 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
July 8, 1966

SUBJECT:

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 973[illegible]

Esplanade

L

copies

REFERRED TO edwards
Morgan - Merchant - Cf

BY ASST. STATE HWY. ENGR. 7-13-66

Merchant - Pl handle.

JVK

On Tuesday, July 5, Messrs. Don Harwell and Robert Prange, County-City Division, and I met with Mr. P. C. Northrop, Multnomah County Engineer, relative to the proposed ramp from the Morrison Bridge to the esplanade area. The County had previously agreed to narrowing the Morrison Bridge ramp by two feet in order to widen the existing sidewalk, and at our meeting July 5, we asked that the removal of the existing sidewalk on the south side of the ramp be considered.

Enclosed is a copy of a letter from Mr. Northrop indicating the Board of County Commissioners have no objections to the removal of the portion of the existing sidewalk.

A. E. Johnson
Metropolitan Engineer

AEJ:sh

Enclosure

cc Don Harwell (Enc)

RECEIVED
JUL 13 1966
STATE HIGHWAY ENGINEER

COMMISSIONERS
MEL GORDON
DAVID ECCLES
M. JAMES GLEASON

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES

2115 S.E. MORRISON
PORTLAND, OREGON 97214
227-8411

July 6, 1966

Mr. A. E. Johnson, Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

Dear Mr. Johnson:

Following our conversation in this office on July 5th, regarding the remaining piece of sidewalk along the south side of the ramp on the Morrison Bridge, the Board of County Commissioners have no objections to removing approximately 125 feet of sidewalk to eliminate any possibility of traffic hazards.

After the walk is removed, you will be expected to leave the site in a presentable condition.

Yours very truly,

P. C. NORTHROP
County Engineer & Roadmaster

PCN:im

RECEIVED
JUN 30 1966
FORFEITS

COUNTY
COMMISSIONERS
DAVID ECCLES
M. JAMES GLEASON
MEL GORDON

MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
(503) 227-8411 ■ ROOM 605, COUNTY COURT HOUSE ■ PORTLAND, OREGON ■ 97204

June 28, 1966

NOTED
F. B. KLABOE

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Fred Klaboe

Mr. P. C. Northrop
Roadmaster
2115 SE Morrison Street
Portland, Oregon

Dear Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held June 28, 1966, the following action was taken:

Recommendation Roadmaster that the Oregon State Highway Department be given permission to use two feet of the roadway on the off-ramp of the Morrison Bridge for the widening of the sidewalk

ORDERED that said recommendation be adopted as the order of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Clerk
Clerk of Board

ja
Enc - St Hwy Dept

cc - Auditor

Copy to Cox for consideration
6-30-66 OK DonH

RECEIVED
JUN 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

June 27, 1966

Board of County Commissioners
605 Courthouse
Portland, Oregon

RE: Morrison Bridge Off-ramp

Gentlemen:

We have been requested by the Oregon State Highway Department to permit the construction of a wider sidewalk on the off-ramp of the Morrison Bridge. This is to be accomplished by narrowing the roadway from 22 feet to 20 feet. As there is now only one lane of traffic permitted to enter and leave this off-ramp, the 20 foot width is more than ample to handle the single lane traffic.

Therefore, it would be our recommendation that the State be given permission to use two (2') feet of the roadway for the widening of the sidewalk on the off-ramp of the Morrison Bridge.

Respectfully,

P. C. NORTHROP
County Engineer & Roadmaster

PCN:ebs

RECEIVED
MAY 20 1966

FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 18, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

Esplanade

copy

REFERRED TO
Barbe - OK
BY ASST. STATE HWY. ENGR.
OK also to Young - Hunter

SUBJECT: Oregon Project I-5-6(14)301
East Bank Freeway Section
Pedestrian Overpass to Esplanade

5-25-66

We have reviewed your submission of May 6, signed by Mr. F. B. Klaboe. The data presented by the City of Portland summarizes many of the points previously discussed for this esplanade area.

As mentioned in our March 24, 1965 letter under the subject project, we have no particular objection to providing some pedestrian access from the Morrison Bridge proposed parking area to the esplanade. From the data submitted we find a commitment by the City to build a comfort station, and possibly the addition of some benches for use by those people who wish to view the river area. We feel that this is sufficient justification for the construction of an access to the esplanade, provided that the City has met its commitment of $25,000 for the fill widening.

The Council-approved plan for a pedestrian overcrossing structure at Station 421 is not considered advisable because of the reduction in horizontal sight distance and the relative close proximity of the ramp at the east end of the structure to The Dalles off ramp. As you know the State has already revised the signing throughout this area in order to keep from confusing the traveling public with signs not fully visible due to sight distance obstructions. It is felt that a pedestrian overcrossing structure at this location would only add to the driver confusion and clutter up an already complex and split-decision section of the freeway.

We have no objection to the Council-approved alternate plan provided the City agrees to the aforementioned conditions. We would recommend, however, that consideration be given to the use of a spiral type ramp on the Water Avenue side of the freeway instead of the present Council-approved switchback ramp. This would, we believe, add much to the overall aesthetics of the area.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

If the State elects to construct the access under the Council-approved alternate plan, we feel that the work should be expedited as soon as possible so that it may be accomplished under the existing East Marquam contract, and to eliminate any further delay in this very critical section. Please note that this work will necessitate some revision in the placement of the signing supports in this area.

We would like to make it quite clear that participation with Federal funds must be limited to the construction of the pedestrian overpass along the south side of the Yamhill Street ramp from the Morrison Bridge as outlined by the Council-approved alternate plan and the necessary landscaping of the esplanade area. All other facilities such as comfort stations, benches, and tables must be financed with other funds since they are not considered a part of the Interstate Highway System.

RECEIVED
APR 14 1966
FOR FILING

F-6(41)-571
6576

April 13, 1966

Esplanade

578K

The Honorable William A. Bowes
Commissioner of Public Works
City of Portland
City Hall, Room 414
Portland, Oregon

Re: Pedestrian Crossings
Oregon Street-Stephens
Street Section, East
Bank Freeway, Multnomah
County

Dear Commissioner Bowes:

Herewith, as requested by letter of March 7 to Division Engineer A. E. Johnson, are prints of four possible alternates for pedestrian access to the East Bank Esplanade area.

Plan "A" would provide ramps to the existing Yamhill structure and would utilize the walkway under said structure over to Water Street. The walkway and stairs, as shown in yellow, are now under construction and were added to the project at the City of Portland's request. Our present plans call for signs to be placed on this Yamhill structure.

Plan "B" would utilize the stairs and walkway now under construction (yellow) and would provide only the one ramp on the esplanade side of the freeway.

Plan "C" provides an entirely new pedestrian crossing with ramps tying in on the east side to the walkway now under construction. If this plan is used, the signs planned for the Yamhill structure will have to be moved to the pedestrian crossing.

Plan "D" provides a complete new crossing north of the Morrison Bridge. This plan will also require some adjustment in our signing plans.

It appears to us that Plan "A" fulfills all the requirements of providing pedestrian ramps, not requiring any

signing revision, and utilizes the walkway now under construction. It also would be much more convenient for pedestrians using the Harrison Bridge and wishing to get to the esplanade. Another advantage is that this plan will not add any additional structures to hamper the drivers' view of approaching vehicular ramps. If a pedestrian facility is to be constructed in the area, it is our recommendation that Plan "A" be used. However, as stated in our letter to Mayor Schrunk dated April 15, 1965, the Bureau of Public Roads will not consider funding the facility with interstate money without certain commitments from you.

Very truly yours,

Forrest Cooper
State Highway Engineer

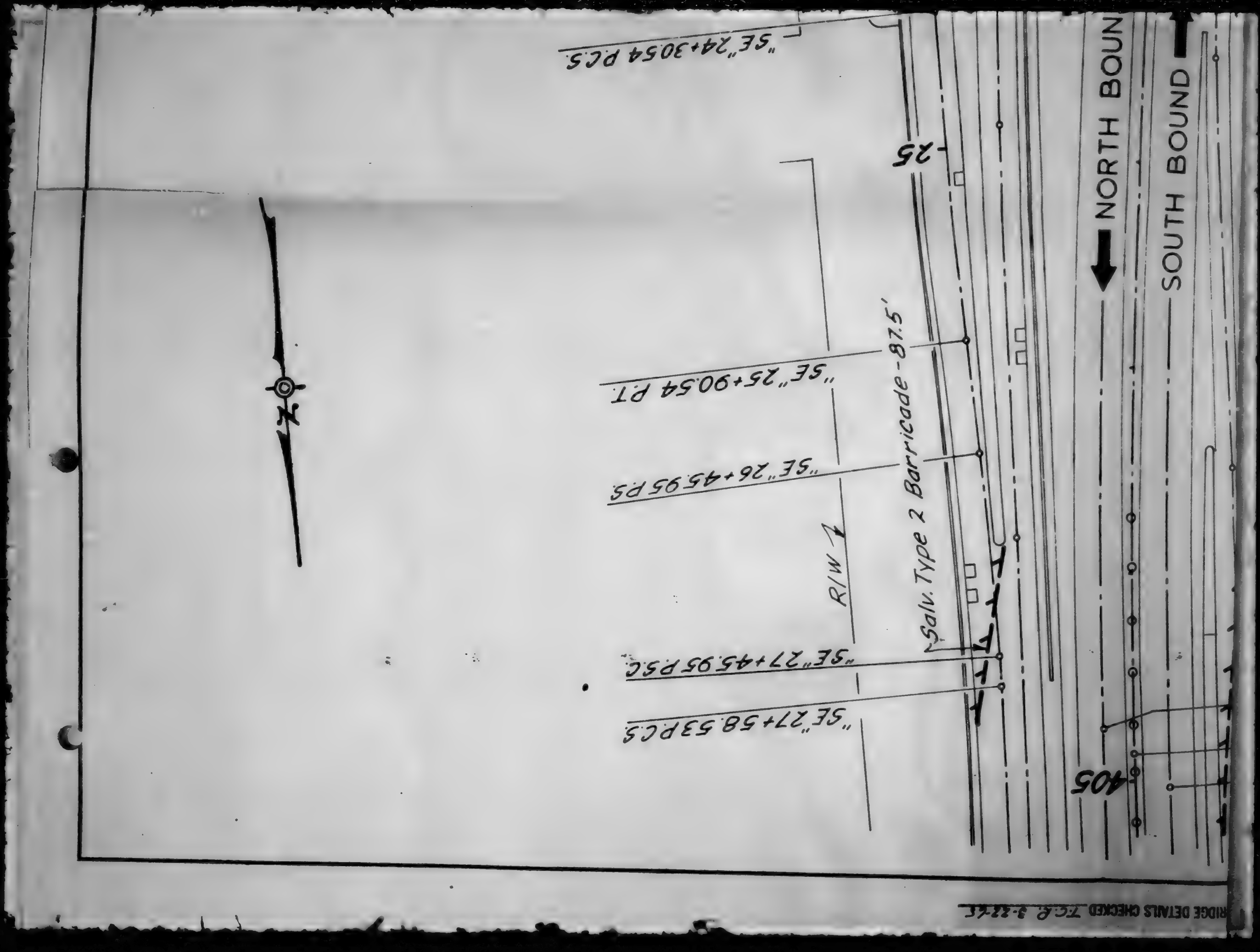
By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. E. Johnson (w/map)

DNS:jp mrb



BRIDGE DETAILS CHECKED TCE 3-22-66

PORTLAND

"SE"
4° C.L.
T_Δ 13°05'42"
T_S 244.48'
2-160' SP.
S 3°12'00"
a 2.5

"SE" 24+30.54 P.C.

"SE" 22+63.16 P.S.C.

"SE" 21+03.16 P.S.

"SE" 20+21.41 P.T.

"SE" LINE

4

N. 12°52'10" E.

"LN"

410

"L" LINE

OUND

"LS"

10'

Const. Type "C" Curb

AND

PLAN

"SE"
6° C.L.
Δ 16°36'53"
Ts 239.65'
2-200' Sp.
S 6°00'
a 3.0

"SE" 20+21.41 P.T.

S.E. OAK ST.

"SE" 18+21.41 P.C.S.

"SE" 17+44.50 P.S.C.

S.E. STARK ST.

"SE" 16+75.35 P.O.S. =
"B" 16+93.61 P.O.T.

Extg. CL-6 Fence

Const. Guard Rail-450' (Salv. Barricade)

Const. Type "C" Curb

20

13'

"E.

Berm Paving

4'

Const. P.C.C. Surfacing-Thkn. 4"

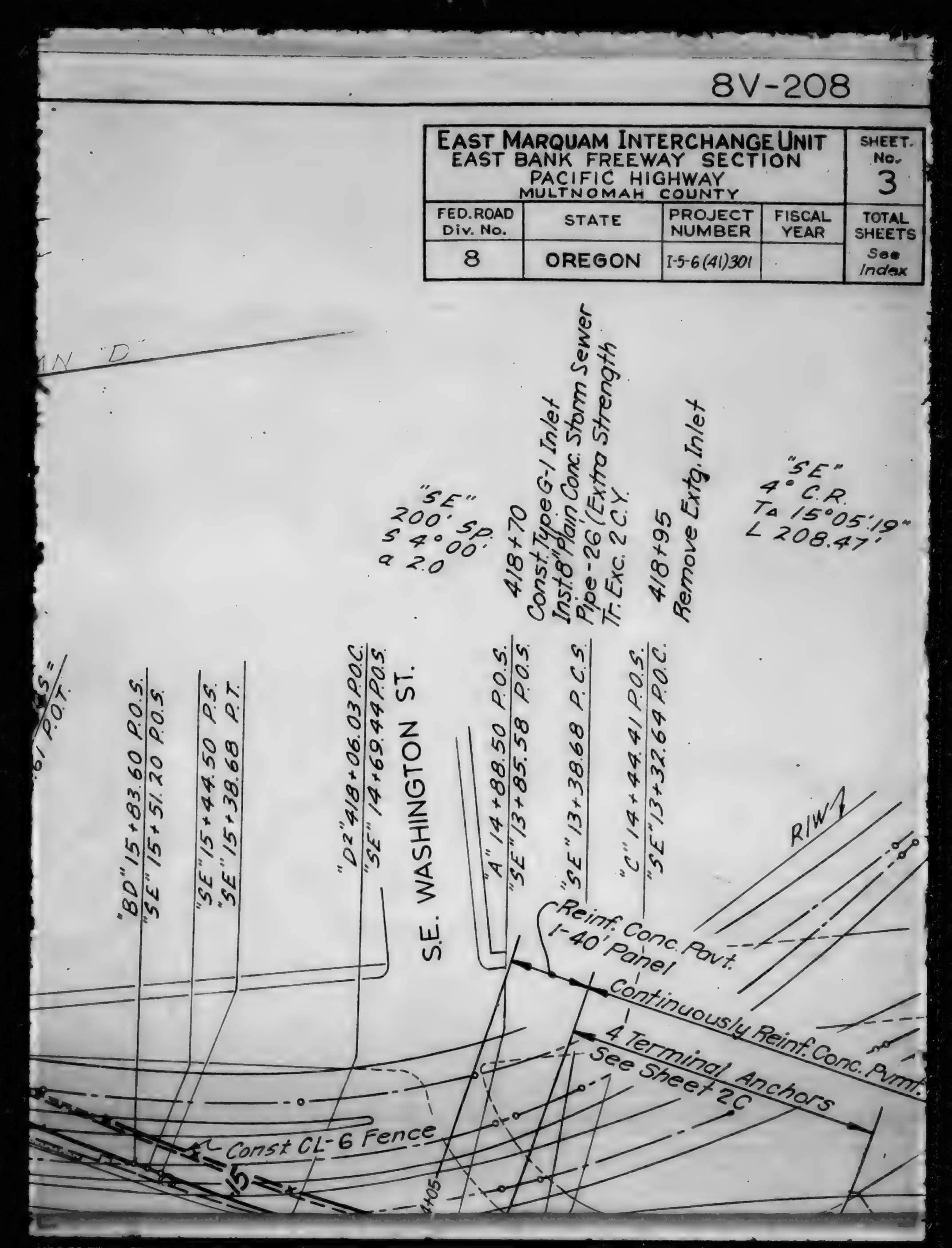
b

Const. P.C.C Surfacing Thkn. 4"

5

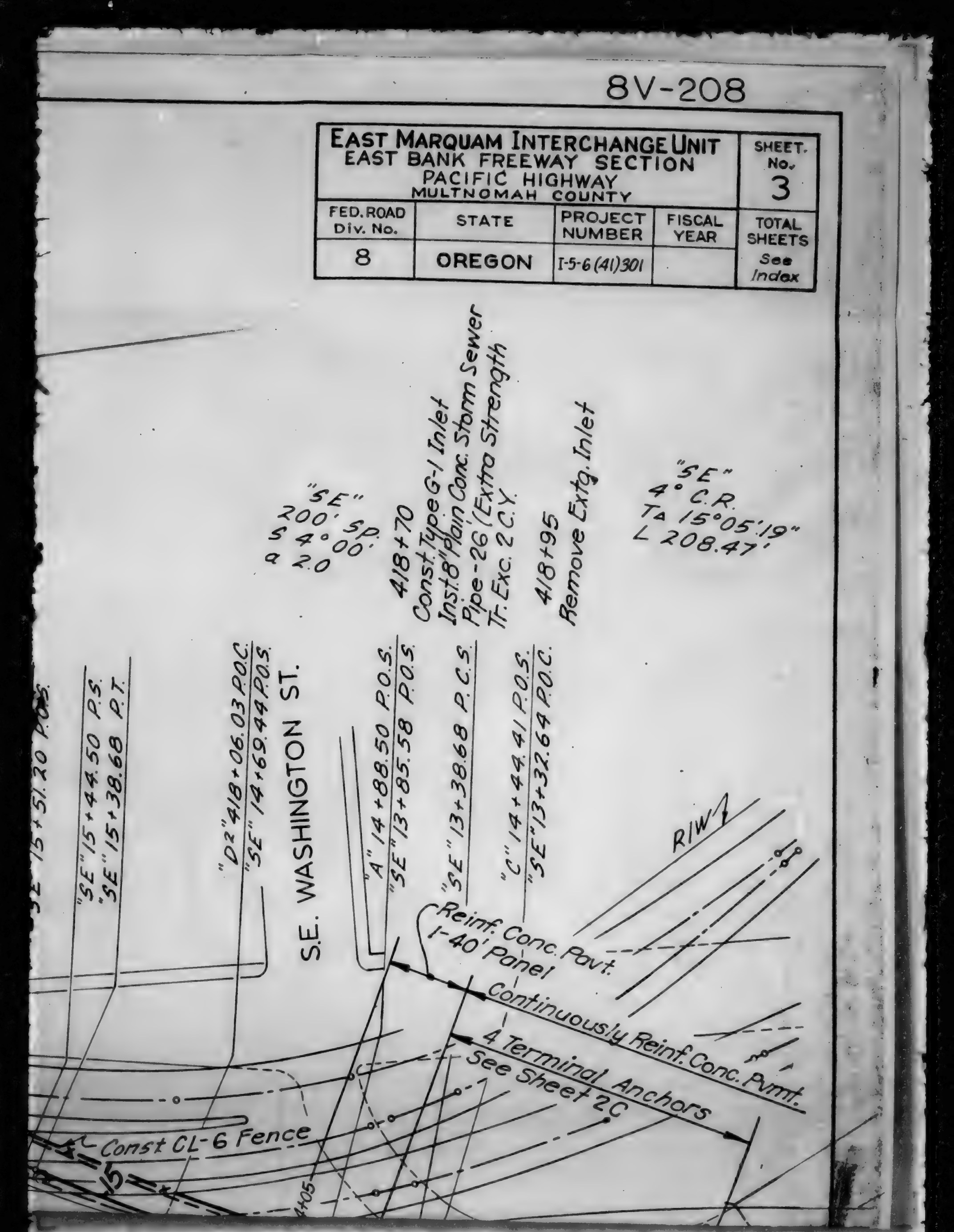
8V-208

EAST MARQUAM INTERCHANGE UNIT EAST BANK FREEWAY SECTION PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET. No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-6(41)301		See Index


"SE" 200' SP. S 4°00 @ 2.0
418+70 Const. Type G-1 Inlet Inst. 8" Plain Conc. Storm Sewer Pipe - 26' (Extra Strength Tr. Exc. 2 C.Y.
418+95 Remove Extg. Inlet
"SE" 4° C.R. T∆ 15°05'19" L 208.47'
"BD" 15+83.60 P.O.S.
"SE" 15+51.20 P.O.S.
"SE" 15+44.50 P.S.
"SE" 15+38.68 P.T.
"D2" 418+06.03 P.O.C.
"SE" 14+69.44 P.O.S.
S.E. WASHINGTON ST.
"A" 14+88.50 P.O.S.
"SE" 13+85.58 P.O.S.
"SE" 13+38.68 P.C.S.
"C" 14+44.41 P.O.S.
"SE" 13+32.64 P.O.C.
RIW
Reinf. Conc. Pavt. 1-40' Panel
Continuously Reinf. Conc. Pvmt.
4 Terminal Anchors
See Sheet 2C
Const CL-6 Fence

8V-208

EAST MARQUAM INTERCHANGE UNIT EAST BANK FREEWAY SECTION PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET. No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-6 (41) 301		See Index



BRIDGE DETAILS CHE

"L
1°
Ta
Ts
L
2-
S 1
a 1.

Signing

Const. Type "C" Curb

"LS"

No Steel Exposed
at end of Extg. Pvmt.
For Construction Joint
Details, See Section
H-H Sheet 2C.

10'

Const. Type "C" Curb

Exposed Steel at
End of Extg. Pvmt.

Extg. Median Barrier

Const. Metal

I-5-6(41)301

BEGINNING OF PROJECT
STA. 411+00

"L" 412+91.65 P.C.S.
"LS" 412+86.12 P.C.S.
"LN" 413+00.59 P.C.S.

4 Terminal Anchors
See Sheet 2C

Continuously Reinf. Conc.

Reinf. Conc. Pavement 2-40 Panels

"L" "LS" "LN"
1° 30' C.R.
Δ 13°52'07"
Ts 539.59'
L 774.57'
2-150' Sp.
S 1°07'30"
a 1.0

ning

Structure, Grading, Paving, Sign

Conc. Pavement

Signing & Illumination

"L" 414+36.12 P.T. (19' Rt.) =
"L^S" 414+31.86 P.O.T. Bk.

413+00.59 P.C.S.

Median

"L^S" 414+21.65 P.T.

"L^N" 414+50.59 P.T. Bk. =
"L" 414+46.33 P.O.T. (19' Rt.)

Const. 4' Gore

Const. P.C.S. Surfacing Thick.

415+30
Const. Special Inlet
For Detail, See Sheet 2B

Barrier

Const. Guard Rail-200' (Soil Berm Type)

Const. Type "C"

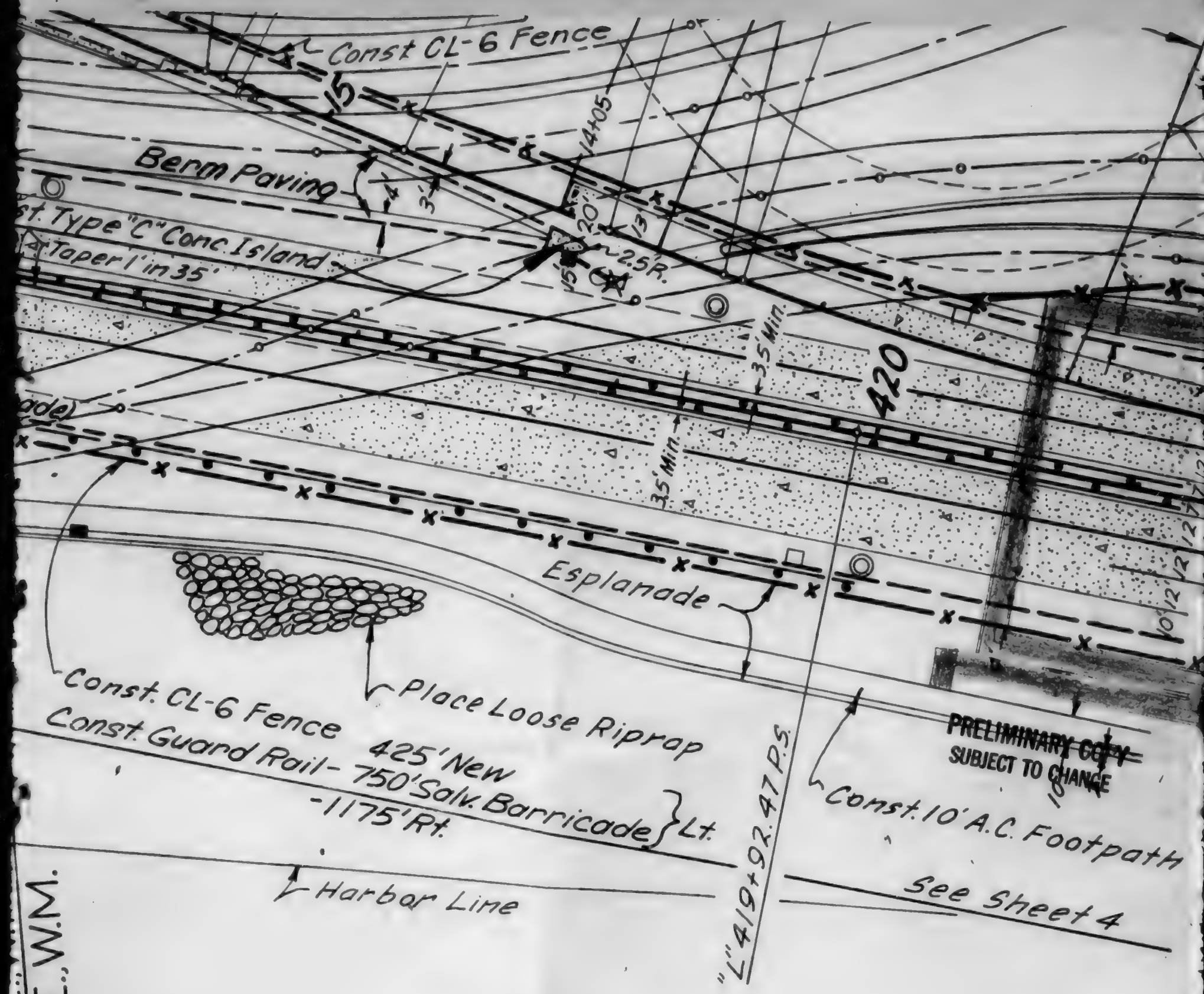
415

S 17° 10' 14" W

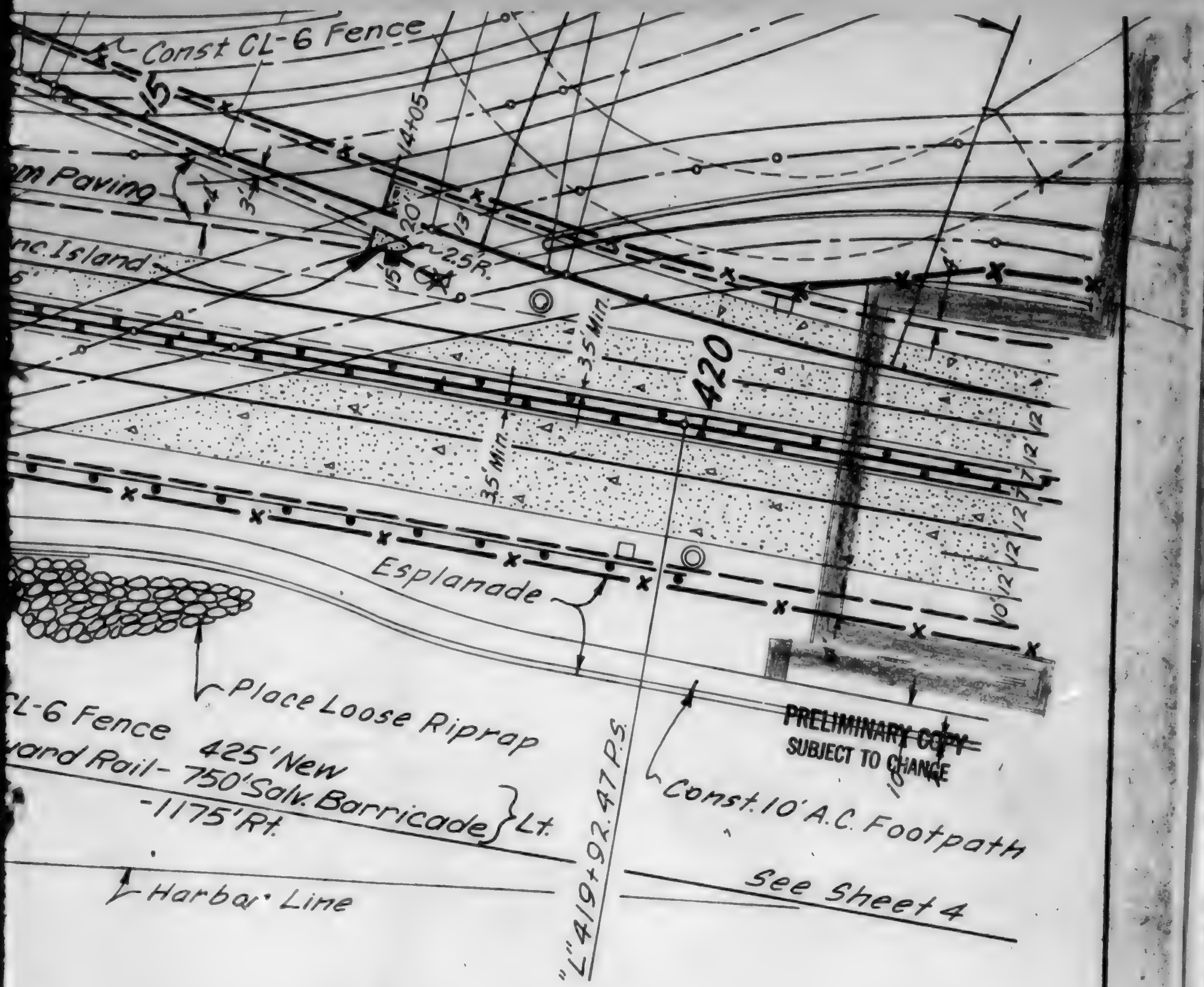
416+10
Const. Special Inlet

417+05
Const. Special Inlet

SEC. 34, T. 1N., R. 1E., W.M.
SEC. 3, T. 1S., R. 1E., W.M.



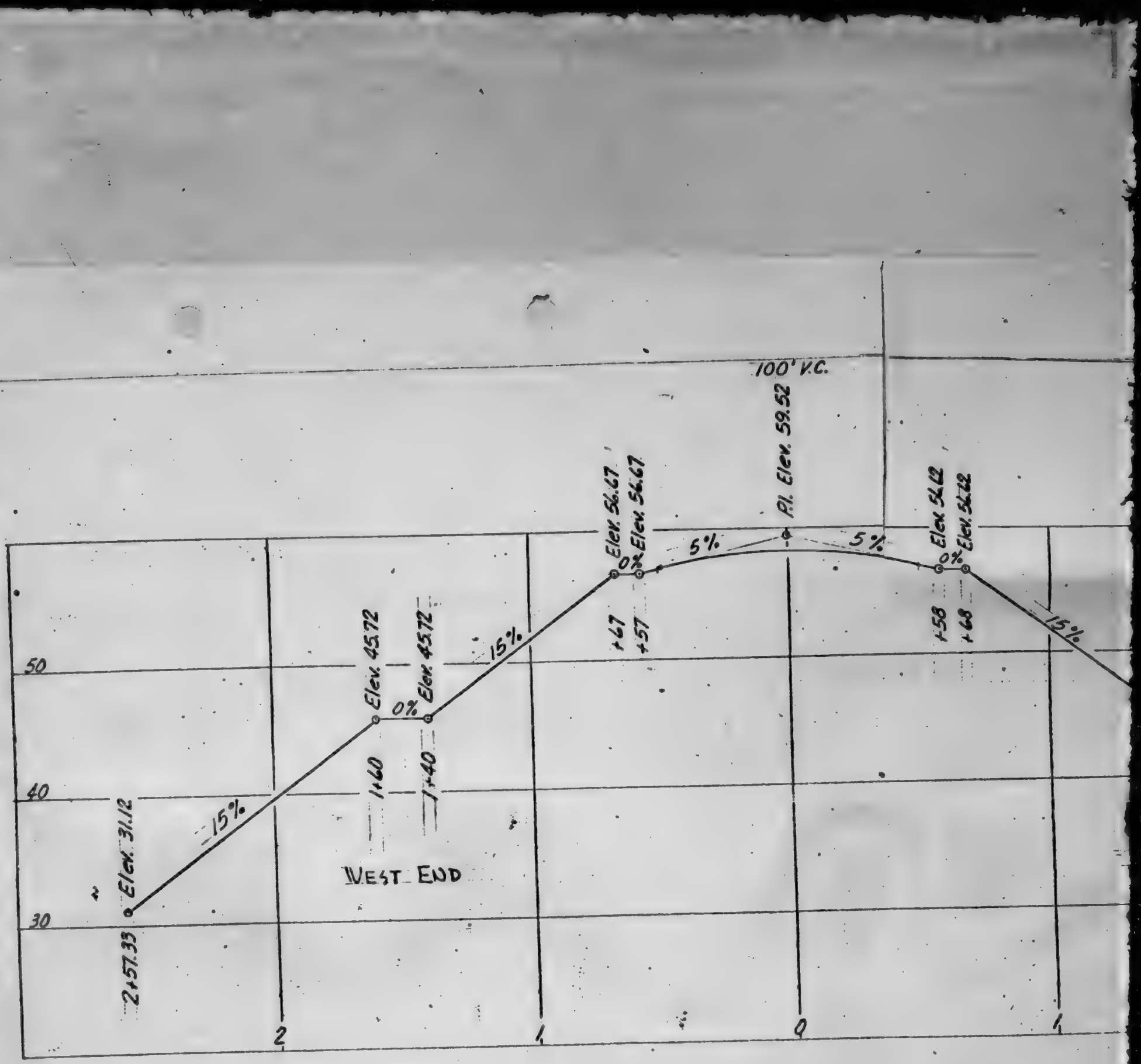
Note: For profiles, see Sheet 3A



Const. P.C.C. Pavement

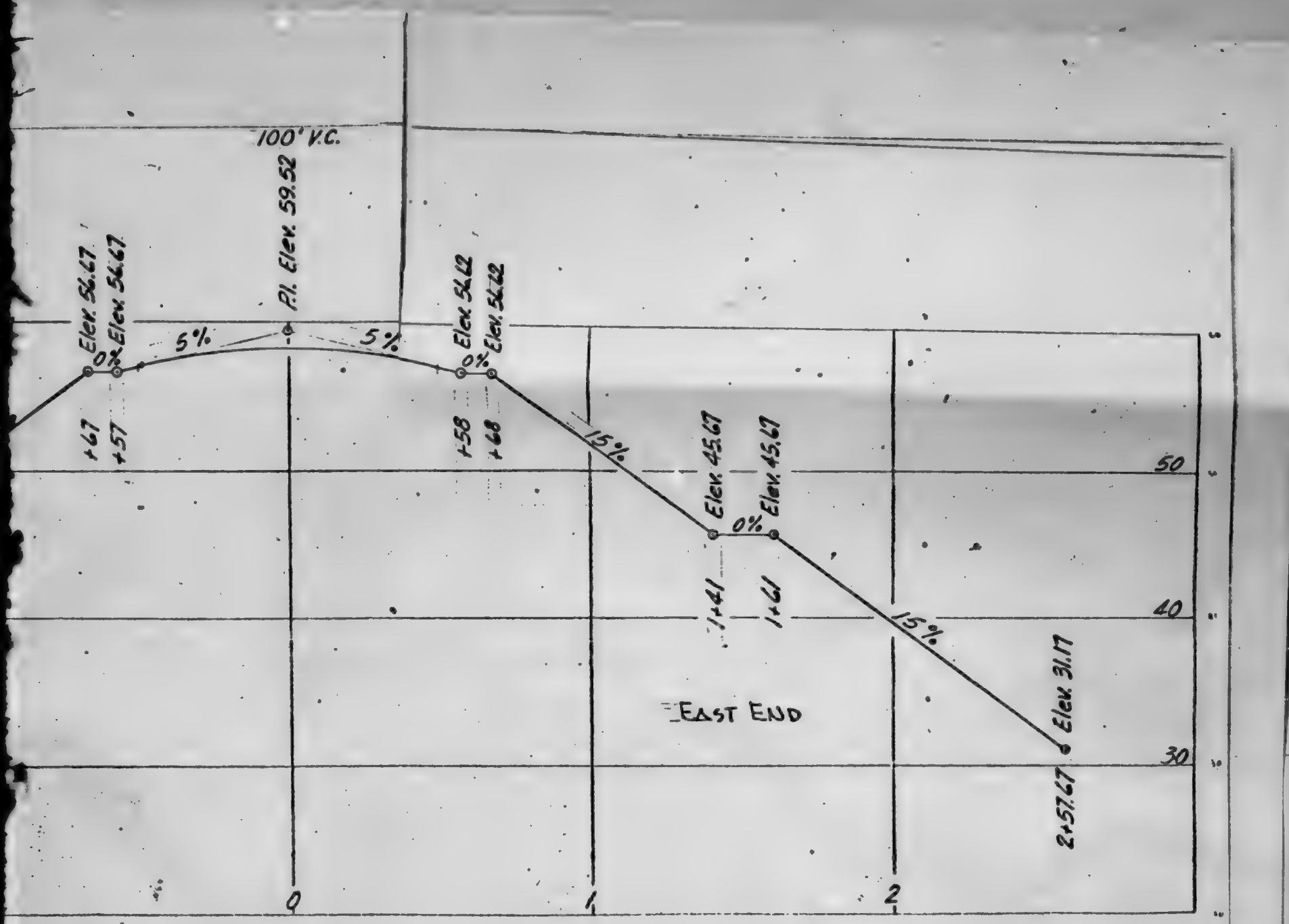
Const. A.C. Pavement

Note: For Profiles, See Sheet 3A



PROFILE

SCALE 1" = 50' HORIZ.
1" = 10' VERT.



PROFILE

SCALE 1" = 50' HORIZ.
1" = 10' VERT.

PLAN "D"

S.E. MORRISON ST.

R/W

R/W

1ST AVE.

S.E. BELMONT ST.

ST.

S.E. WATER

Repair Extg. Stairwa
See Dwg. No. 20194

Under Construction

Const. 4.5' P.C.C. Wall

WAST
AREA

Const. CL-6 Fe

SEC. 3, T. 1S., R. 1E., W.M.
PORTLAND

Sta. "DY2" 428+75 to Sta. "DY2" 431+50.
Const. Paved Ditch
Ditch Exc. 55 C.Y.

"DY2" 428+80
Const. Type "G-1" Inlet
Const Type "D" Inlet
Inst. 8" Plain Conc.
Inst 12" Plain Co
Tr. Exc. 55 C

2IW 1

ATER ST

Remove Extg. Pvmt.

"DY2" 425+53.82 P.O.T.

25' R.

Remove Extg. Curb

Remove Extg. Walk

Salv. Guard Rail - 50'

S.E. TAYLOR ST.

"DY" 428+00
Inst. 2½" Galv. Steel Pipe - 24'

"Curb"
193.88' Sp
5-36°00'
a-20.78863

"DY2" 428+24

"DY"
Adju
Com
Ins
Tr.

"DY2"
Co
Cl
M
Tr
St

10' R.

Stairway
20194

S65°59'18"E.

P.C.C. Walk

"DY2" 426+79.68 P.C.

"DY2"
36°C.L.
Δ 61°28'27"
R-159.16'
L-170.76'

8" Sew. P.

Berm Paving

"DY2" 428+50.44 P.C.S.

"Curb" 428+50.44 P.C.S. (17'Lt)

"DY2"
200.5P.
5-36°00'
a-18.0

18" C.M.P.

12'

2½"

R/W

Access Control Line

"DY2" LINE

WASTE AREA

CL-6 Fence

"Curb" 430+50.44 P.T. (15' Rt)

"DY2" 430+50.44 P.T.

End Metal Median Barrier

8" Fire main

+60

09+

EAST MARQUAM INTERCHANGE UNIT EAST BANK FREEWAY SECTION PACIFIC HIGHWAY MULTNOMAH COUNTY				SH
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TO SH
8	OREGON	I-5-6(41)301		S In

Revised 4-8-65 "DY" Line Align.
Retg. Wall Added
Revised 4-14-65 "DY2" Line Align.
Revised 6-7-65 Retaining Wall Alignment
" " " " Inlets Added, Sta. "DY2" 428+
Sta. "DY2 433
" " " " Sewer Pipe Added, Sta. "DY2" 4
& Sta. "DY2" 4
" " " " Perf. Pipe Added at Wall Loca
" " " " Asph. Ditch Added
" " " " "DY2" Curb Alignment Sho

"G-1" Inlet
"D" Inlet
Plain Conc. Sew. Pipe-20'
12" Plain Conc. Sew. Pipe-90'
Tr. Exc. 55 C.Y.

"DY" 425+00
Adjust Manhole
Const. Type "G-1" Inlet
Inst. 8" Plain Conc. Storm Sewer Pipe-40' (Extra Strength)
Tr. Exc. 10 C.Y.

"DY2" 431+60 to "DY2" 432+80
Const. Conc. Retaing Wall
Class "A" Conc. 45 C.Y.
Metal Reinf. 3600 lbs.
Tr. Exc. 75 C.Y.
Spec. Wall Fill Matl. 61 C.Y.
Drg. No. 19678

2 Extg. Fire Hydrants

Inst. 8" Perf. Dr. Pipe-150'
Spec. Backfill 30 C.Y.
Tr. Exc. 45 C.Y.

8" Fire Main

Const. Pvmt. Terminals at Bridge End. See Sheet 2-C

Access Control Line, Where Not Shown, Coincides with the Bridge Hand Rails.

SALMON ST.

"Curb"
344.045 R.C.L.
Δ-7°02'44"
T-21.18'

"DY2" 433+02.00 P.O.T. =
"D" 433+02.00 P.O.S. (23' Rt.)

"D"
800' Sp.
S 16°00'
a 0.5

"DY2" 433+02
Const. Type "G-1" Inlet
Inst. 8" Perf. Dr. Pipe-18'
Inst. 12" Plain Conc. Sewer Pipe-20'
Ex. 20 C.Y.

"DY2" 433+07 P.O.S.

"DY2" 433+07.24 P.O.T. (23' Rt.)

"DY2" 433+29.03 P.O.T.

08+

08+80

R/W

8V-208

EAST MARQUAM INTERCHANGE UNIT EAST BANK FREEWAY SECTION PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-6(41)301		See Index

Revised 4-8-65 "DY" Line Align.
Retg. Wall Added
Revised 4-14-65 "DY$_2$" Line Align.
Revised 6-7-65 Retaining Wall Alignment
" " " " Inlets Added, Sta. "DY$_2$" 428+80 & Sta. "DY$_2$ 433+02
" " " " Sewer Pipe Added, Sta. "DY$_2$" 428+80 & Sta. "DY$_2$" 433+02
" " " " Perf. Pipe Added at Wall Location
" " " " Asph. Ditch Added
" " " " "DY$_2$" Curb Alignment Shown

Manhole
"G-1" Inlet
Conc. Storm Sewer Pipe-40' (Extra Strength)
C.Y.

S.E.

Access Control Line, Where Not Shown, Coincides with the Bridge Hand Rails.

to "DY$_2$" 432+80
Retaing Wall
nc. 45 C.Y.
f. 3600 lbs.
C.Y.
ll Matl. 61 C.Y.
678
e Hydrants

f Dr. Pipe-150'
kfill 30 C.Y.
5 C.Y.

Const. Pvmt. Terminals
at Bridge End.
See Sheet 2-C

"DY$_2$" 433+02.00 P.O.T.=
"D" 433+02.00 POS. (23' Rt.)

SALMON ST.

"Curb"
344.045 R.C.L.
Δ-7°02'44"
T-21.18'

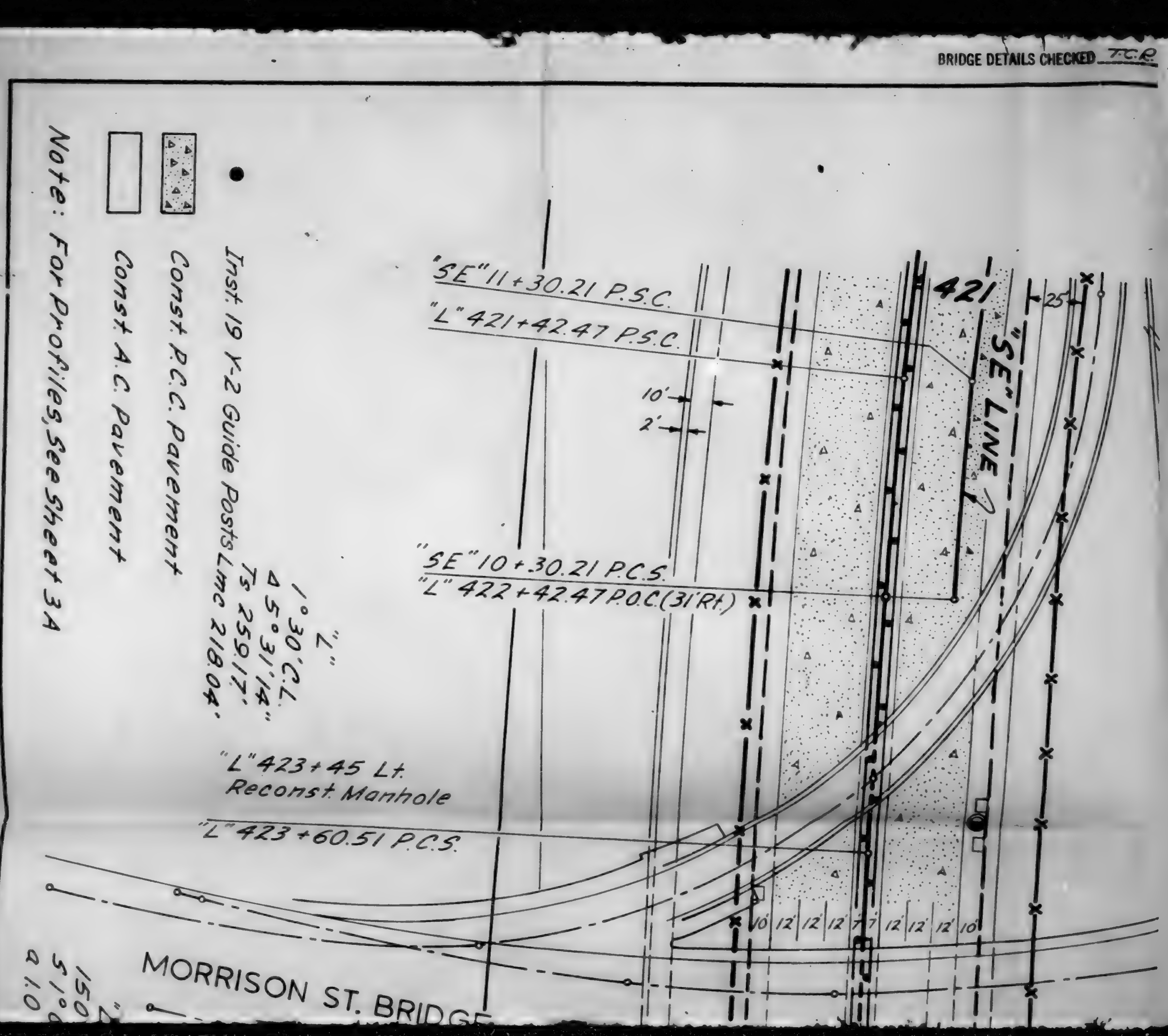
"DY$_2$" 433+02.00 P.O.T. (12' Rt.)
"D" 434+07 POS.

"D"
800' Sp.
S 16°00'
a 0.5

"DY$_2$" 433+02
Const. Type "G-1" Inlet
8"x8" Met. Dr. Pipe-16'
Const. 12" Plain Conc.
Sewer Pipe-70'
Exc. 20 C.Y.

R/W

BRIDGE DETAILS CHECKED T.C.R.



MORRISON ST. BRIDGE

"L" 150.50 Sp. S 10°07'30" E 10

"L" 425+10.51 P.T.

Const. Guard Rail Lt. & Rt. For Quantity, See Sheet 3

"L" 427+15
Reconst. Manhole
Const. 2 Type "G-1" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe - 6 (Ext. Str.)
Tr. Exc. 1 C.Y.

PLAN "C"

PRELIMINARY COPY
SUBJECT TO CHANGE

Const. CL-6 Fence

18" C.M.P.

Const. Metal Median

Access Control Line

3.5' Min.

425

25

3.5' Min.

Taper 1' in 35'

NORTH BOUND

SOUTH BOUND

Const. CL-6 Fence

WASTE AREA

"L" 431+25
Const Manhole (Top El 382-Fl. El 32.2)
Const 2 Type G-1" Inlets
Inst 18" Corr. Steel Pipe-90'/60o. Asb. Prot Type "C" Coating
Inst 8" Plain Conc. Storm Sewer Pipe-130'(Extra Strength)
Tr. Exc. 55 C.Y.

EQUA. "L" 431+92.62 P.O.T.
"D" 431+23.59 P.S. (19' Lt.)

EQUA. "L" 432+15.87 P.O.T.
"C" 431+07.99 P.O.T. (31' Rt.)

"L" 429+15
Reconst Manhole
Const 2 Type G-1" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe-6' (Ext Str.)
Tr. Exc. 1 C.Y.

Harbor Line

Esplanade

Const. 10' A.C. Footpath

Const Type "C" Curb

Const Type "2" Curb

Median Barrier

Const Type "2" Cons. Island

Const PCC Surfacing, Thkn 4"

Const. Taper 1':20'

Const Taper 50:1

Access Control Line

"L" + 10 End A

"L" LINE

"L" LINE

SOUTH BOUND

NORTH BOUND

"Curb" 430'

"D" 430'

S. 11° 30' 00" W.

S. 16° 32' 15" W.

22.5° R.

18"

16'

15'

10'

4'

+45

+60

"C" 432+15
Const. Manhole (Top El. 44.8 - F.L. El. 38.8)
Inst. 8" Plain Conc. Storm Sewer Pipe - 93'
Tr. Exc. 15 C.Y. (Ext. Str.)

"C" 433+00
Const. Manhole
Const. Type "GB" Inlet (No Subgrade Drains)
Const. Type "B" Inlet
Inst. 8" Plain Conc. Storm Sewer Pipe - 36' (Ext. Str.)
Inst. 12" Plain Conc. Storm Sewer Pipe - 44' (Ext. Str.)
Tr. Exc. 16 C.Y.

"C" 433+70
Const. 2 Type "B" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe - 55' (Ext. Str.)
Tr. Exc. 15 C.Y.

"C" 434+65
Const. Manhole
Inst. 2 Type "B" Inlet
Inst. 18" Corr. Steel Pipe - 110' (16 Ga. Asb. Prot. Type "C" Coating)
Inst. 8" Plain Conc. Storm Sewer Pipe - 65' (Ext. Str.)
Loose Rip Rap - 15 C.Y.
Tr. Exc. 99 C.Y.

Inst. 8" Plain Conc. Storm Sewer Pipe - 200'
C.Y. Exist. Fire Hose Conn.

"C" 432+86.17 P.S.

Const. Guard Rail - 200' New
50' Salv.

Inst. 12" Plain Conc. Storm Sewer Pipe - 165'
Dr. Exc. 94 C.Y.

"C" LINE

Emb. Area (Random Fill)

S 11°30'00" W

Inst. 12" Gate
32'15" W.

Const. Pvmt. Terminals
at Bridge End.
See Sheet 2-C

Const. CL-6 Fence

"D" LINE

R/W

"Curb" 433+62.

"Curb" 434+03

"D" 434+07 P.

"D½" 433+

Const. Type

Inst. 8" Met

Inst. 12" P

Sewer Pip

Tr. Exc. 20

R/W

+60

+80

23'

GB 8"

B

12"

8"

18"

435

435

12"

12"

8"

2'

10'

7-12-113

"C" 432+15
Const. Manhole (Top El. 44.8 - F.L. El. 38.8)
Inst. 8" Plain Conc. Storm Sewer Pipe - 93'
Tr. Exc. 15 C.Y. (Ext. Str.)

"C" 433+00
Const. Manhole
Const. Type "GB" Inlet (No Subgrade Drains)
Const. Type "B" Inlet
Inst. 8" Plain Conc. Storm Sewer Pipe - 36" (Ext. Str.)
Inst. 12" Plain Conc. Storm Sewer Pipe - 44' (Ext. Str.)
Tr. Exc. 16 C.Y.

"C" 433+70
Const. 2 Type "B" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe - 55" (Ext. Str.)
Tr. Exc. 15 C.Y.

"C" 434+65
Const. Manhole
Inst. 2 Type "B" Inlet
Inst. 18" Corr. Steel Pipe - 110' (16 Ga. Asb. Prot. Type "C" Coating)
Inst. 8" Plain Conc. Storm Sewer Pipe - 65" (Ext. Str.)
Loose Rip Rap - 15 C.Y.
Tr. Exc. 99 C.Y.

"C" 432+86.17 P.S.

Sewer Pipe - 200'
Fire Hose Conn.

3rd Rail - 200' New
50' Salv.

"C" LINE
Inst. 12" Plain Conc. Storm Sewer Pipe
Dr. Exc. 94 C.Y.

Const. Pvmt. terminals at Bridge End. See Sheet 2-C

Gate

Const. CL-6 Fence

"D" LINE

"Curb" 433+62.

"Curb" 434+0

"D" 434+07 P.

Emb. Area (Random Fill)

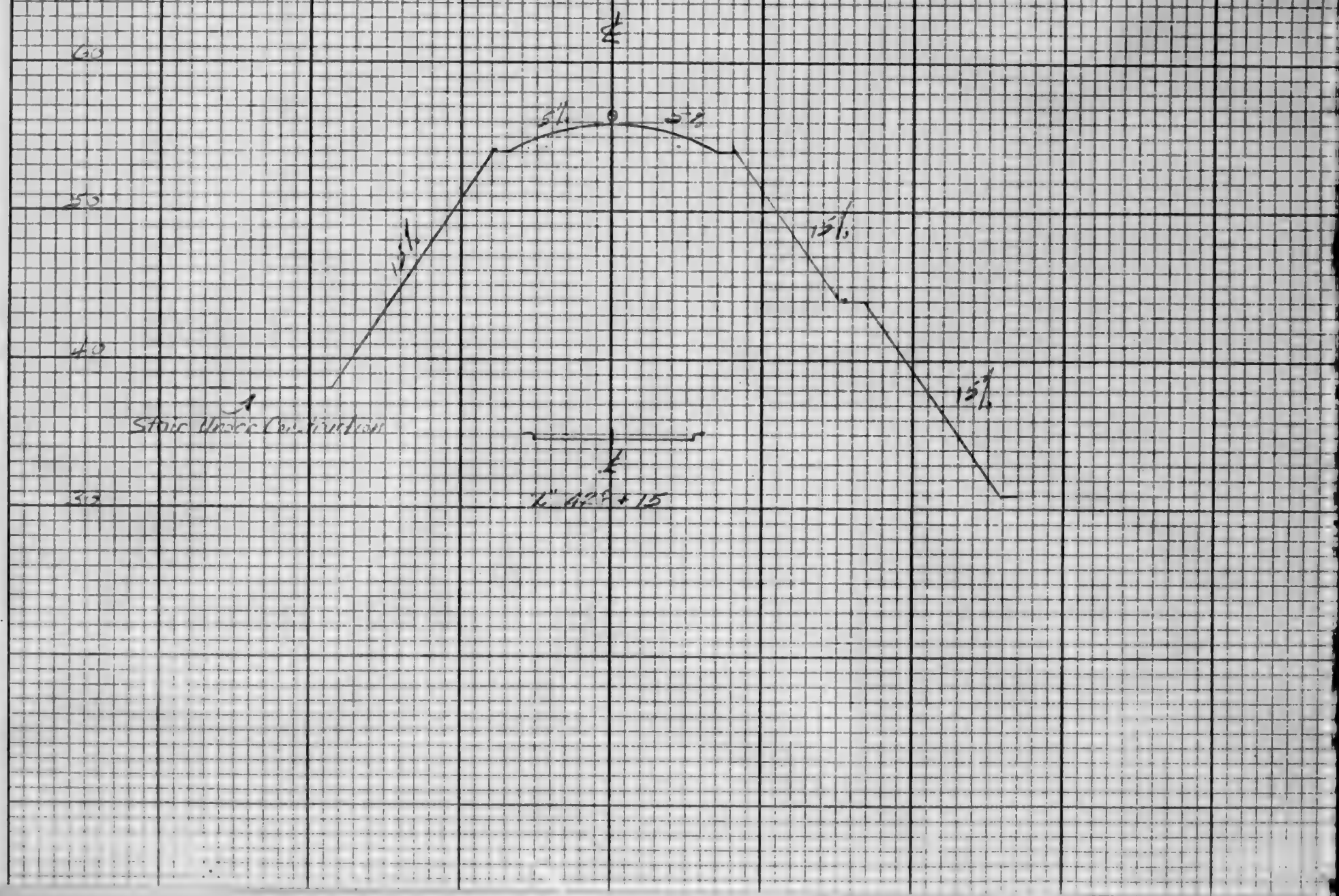
Storm Sew. P. - 165'

"DY2" 433+(
Const. Type
Inst. 8" Met
Inst. 12" P
Sewer Pip
Tr. Exc. 20

RTW'L

7-12-113

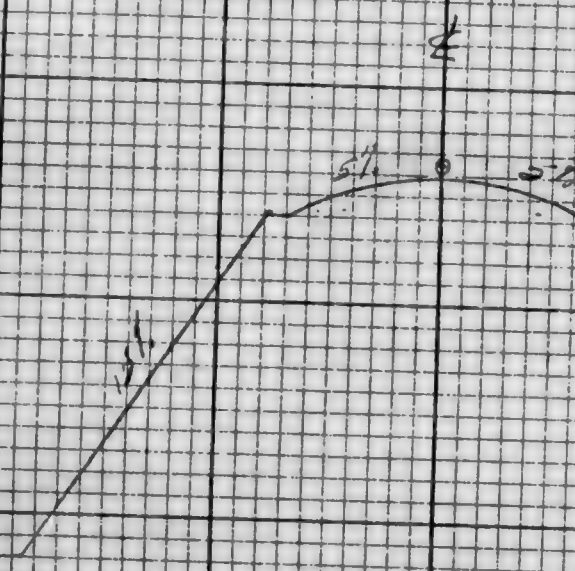
PROFILE
PEDESTRIAN OVERCROSS
EAST MORRISON INTERCH
EASTBANK FREEWAY
PLAN "C"



PROFILE

PROPOSED OVERCROSSING
EAST MORRISON INTERCHANGE
EASTBANK FREEWAY

PLAN "C"



S.E. MORRISON ST.

R/W

R/W

3-22-65

1ST AVE.

S.E. BELMONT ST.

SE

RIW

S.E. WATER ST

Repair Extg. Stairway
See Dwg. No. 20194

Const. 4.5' P.C.C. Walk

5'

SEC. 3, T. 1S., R. 1E., W.M.
PORTLAND

Sta. "DY2" 428+75 to Sta. "DY2" 431+50
Const. Paved Ditch
Ditch Exc. 55 C.Y.

"DY2" 428+80
Const. Type "G-1" Inlet
Const Type "D" Inlet
Inst. 8" Plain Conc. Sew. P
Inst 12" Plain Conc.
Tr. Exc. 55 C.Y.

Remove Extg. Pvmt.

"DY2" 425+53.82 P.O.T.

25' R.

Remove Extg. Curb

Remove Extg. Walk

Salv. Guard Rail - 50'

S 65°59'18" E

10' R.

"DY" 428+00
Inst. 2½" Galv. Steel Pipe - 24.

"Curb"
193.88' Sp
S-36°00'
a-20.78863

"DY2" 426+79.68 P.C.

= DY2 "
36°28'27"
A 61°28'27"
R-159.16'
L-170.76'

8" Sew. P.

Berm Paving

"DY2" 428+50.44 P.C.S.

"Curb" 428+50.44 P.C.S. (17Lt)

"DY2"
200' Sp.
S-36°00'
a-18.0

+50.44 PT (15' Rt)

+50.44 PT

18" C.M.P.

15" C.M.P.

6"

4"

"DY2"

R/W

S.E. TAYLOR ST.

Metal Median Barrier

8" Fire main

"DY" 42
Adjust
Const
Inst.
Tr. E

"DY2" 4
Cons
Clas
Met
Tr. E
Spe
Dr

2 E
IN
SA
TT

ER ST

10' R.

airway
0194

C.C. Walk

8V-208

EAST MARQUAM INTERCHANGE UNIT EAST BANK FREEWAY SECTION PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-6(41)301		See Index

Revised 4-8-65 "DY" Line Align.
Ret'g. Wall Added
Revised 4-14-65 "DY2" Line Align.
Revised 6-7-65 Retaining Wall Alignment
" " " " Inlets Added, Sta. "DY2" 428+80
Sta. "DY2 433+02
" " " " Sewer Pipe Added, Sta. "DY2" 428+
& Sta. "DY2" 433
" " " " Perf. Pipe Added at Wall Locatio
" " " " Asph. Ditch Added
" " " " "DY2" Curb Alignment Shown
" " " " Access Control Line, Where Not Shown, Coincides with the Bridge Hand Rails.

let
Inlet
Conc. Sew. Pipe-20'
Plain Conc. Sew. Pipe-90'
55 C.Y.

DY" 425+00
Adjust Manhole
Const. Type "G-1" Inlet
Inst. 8" Plain Conc. Storm Sewer Pipe-40' (Extra Strength)
Tr. Exc. 10 C.Y.

S.E. SALMON ST.

"DY2" 431+60 to "DY2" 432+80
Const. Conc. Retaing Wall
Class "A" Conc. 45 C.Y.
Metal Reinf. 3600 lbs.
Tr. Exc. 75 C.Y.
Spec. Wall Fill Matl. 61 C.Y.
Drg. No. 19678
2 Extg. Fire Hydrants

8" Fire main

Inst. 8" Perf. Dr. Pipe-150'
Spec. Backfill 30 C.Y.
Tr. Exc. 45 C.Y.

"DY2" 433+02.00 P.O.T.=
"D" 433+02.00 P.O.S. (23' Rt.)

"Curb"
344.045 R.C.L.
Δ-7°02'44"
T-21.18'

"D"
800' SP.
S 16°00'
a 0.5

"G-1" Inlet
Dr. Pipe-16'
Plain Conc.
-70'
C.Y.

8V- 208

EAST MARQUAM INTERCHANGE UNIT EAST BANK FREEWAY SECTION PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-6(41)301		See Index

Revised 4-8-65 "DY" Line Align.
Retg. Wall Added
Revised 4-14-65 "DY$_2$" Line Align.
Revised 6-7-65 Retaining Wall Alignment
" " " " Inlets Added, Sta. "DY$_2$" 428+80 & Sta. "DY$_2$ 433+02
" " " " Sewer Pipe Added, Sta. "DY$_2$" 428+80 & Sta. "DY$_2$" 433+02
" " " " Perf. Pipe Added at Wall Location
" " " " Asph. Ditch Added
" " " " "DY$_2$" Curb Alignment Shown

pe-20'
w. Pipe-90'

+00
Manhole
Type "G-1" Inlet
Plain Conc. Storm Sewer Pipe-40' (Extra Strength)
. 10 C.Y.

S.E. SALMON ST.

Access Control Line, Where Not Shown, Coincides with the Bridge Hand Rails.

+60 to "DY$_2$" 432+80
Conc. Retaing Wall
"A" Conc. 45 C.Y.
Reinf. 3600 lbs.
c. 75 C.Y.
Wall Fill Mat'l. 61 C.Y.
No. 19678
tg. Fire Hydrants

8" Perf. Dr. Pipe-150'
. Backfill 30 C.Y.
xc. 45 C.Y.

"DY$_2$" 433+02.00 P.O.T. = "D" 433+02.00 POS (23.47')

"Curb"
344.045 R.C.L.
Δ-7°02'44"
T-21.18'

"D"
800' SP.
S 16°00'
a 0.5

02
"G-1" Inlet
Dr. Pipe-16'
lain Conc.
e-70'
C.Y.

BRIDGE DETAILS CHECKED TC.R. 3-22-65

"SE" LINE

421

25'

"SE" 11+30.21 P.S.C.

"L" 421+42.47 P.S.C.

"SE" 10+30.21 P.C.S.

"L" 422+42.47 P.O.C. (31' Rt.)

10'

2'

10' 12' 12' 12' 12' 12' 10'

"L" 423+45 Lt. Reconst. Manhole

"L" 423+60.51 P.C.S.

MORRISON ST.

"L"
1°30' C.L.
Δ 5°31'14"
Ts 259.17'
Lmc 218.04'

● Inst. 19 Y-2 Guide Posts

Const. P.C.C. Pavement

Const. A.C. Pavement

Note: For Profiles, See Sheet 3A

WAS
ARE

Const. CL-6

4'

425

25'

35' Min

Taper 1' in 35'

NORTH

12' 12' 12' 12' 12' 12' 10'

10' 12' 12' 12' 12' 12' 12'

35' Min

8" Sew P.

Const. Metal Me

SOUTH

Access Control Line

Const. CL-6 Fence

PRELIMINARY COPY
SUBJECT TO CHANGE

18" CMP

Const. Guard Rail Lt. & Rt.
For Quantity, See Sheet 3

MORRISON ST. BRIDGE

"L" 425+10.51 P.T.

"L"
150' Sp.
S 1° 07' 30"
a 1.0

"L" 427+15
Reconst. Manhole
Const. 2 Type "G-1" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe-6' (Ext. St.)
Tr. Exc. 1 C.Y.

Cons

PLAN

"L" 429+15
Reconst. Manhole
Const. 2 Type "G-1" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe-6'
Tr. Exc. 1 C.Y.

(Ext. Str.)

"L" 431+25
Const. Manhole (Top El. 38.2-F.L. El. 32.2)
Const. 2 Type "G-1" Inlets
Inst. 18" Corr. Steel Pipe-30'/16 Ga. Asb. Prot. Type "C" Coating
Inst. 8" Plain Conc. Storm Sewer Pipe-130'/(Extra Strength)
Tr. Exc. 55 C.Y.

EQUA. "L" 431+92.62 P.O.T. / "D" 431+23.59 P.S. (19' Lt.)

EQUA. "L" 432+15.87 P.O.T. / "C" 431+07.99 P.O.T. (31' Rt.)

PLAN B

Const. 10' A.C. Footpath

Harbor Line

Esplanade

Const. Type "C" Curb

Const. P.C.C. Surfacing, Thkn. 4"

Const. Type "C" Cone Island

Const. Type "C" Curb

Inst. 12" Plain Conc. Dr. Exc. 48 C.Y.

Inst. Taper 1' in 20'

Taper 50:1

Access Control Line

"L" 430

NORTH BOUND

SOUTH BOUND

Median Barrier

Fence

Fence

WASTE AREA

L-6 Fence

Const. Type "C" Curb

18" C.M.

"Curb" 430+50.44

"DY2" 430+50.44

End Metal M

8' Fire m

"C" 431+07.99 P.O.T. (31' Rt.)

"C" 432+15
Const. Manhole (Top El. 44.8 - F.L. El. 38.8)
Inst. 8" Plain Conc. Storm Sewer Pipe - 93'
Tr. Exc. 15 C.Y.

"C" 433+00
Const. Manhole
Const. Type "GB" Inlet (No Subgrade Drains)
Const. Type "B" Inlet
Inst. 8" Plain Conc. Storm Sewer Pipe - 36" (Ext. Str.)
Inst. 12" Plain Conc. Storm Sewer Pipe - 44' (Ext. Str.)
Tr. Exc. 16 C.Y.

"C" 433+70
Const. 2 Type "B" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe - 55" (Ext. Str.)
Tr. Exc. 15 C.Y.

"C" 434+65
Const. Manhole
Inst. 2 Type "B" Inlet
Inst. 18" Corr. Steel Pipe - 110' (16 Ga. Asb. Prot. Type "C" Coating)
Inst. 8" Plain Conc. Storm Sewer Pipe - 65" (Ext. Str.)
Loose Rip Rap - 15 C.Y.
Tr. Exc. 99 C.Y.

Plain Conc. Storm Sewer Pipe - 200'
8 C.Y.
Exist. Fire Hose Conn.

"C" 432+86.17 P.S.

Const. Guard Rail - 200' New
50' Salv.

Inst. 12" Plain Conc. Storm Sew. P. - 165'
Dr. Exc. 94 C.Y.

S 11°30'00" W.

16°32'15" W.

Inst. 12' Gate

Const. Pvmt. Terminal at Bridge End. See Sheet 2-C

8" Fire mk.

Tr. Exc. 45 C.Y.

"DY2" 433+02
Const. Type "G-1" Inl.
Inst. 8" Met Dr. Pip.
Inst. 12" Plain Co.
Sewer Pipe - 70'
Tr. Exc. 20 C.Y.

"Curb" 433+62.93 P.C.

"Curb" 434+03.24 P.T.

"D" 434+07 P.O.S.

"C" LINE

"D" LINE

Const. CL-6 Fence

Emb. Area (Random Fill)

GB 8"

"B"

12"

18"

8"

435

435

+60

+80

23'

12' 12' 12' 12' 12' 12'

6'

6'

2'

10'

R/W

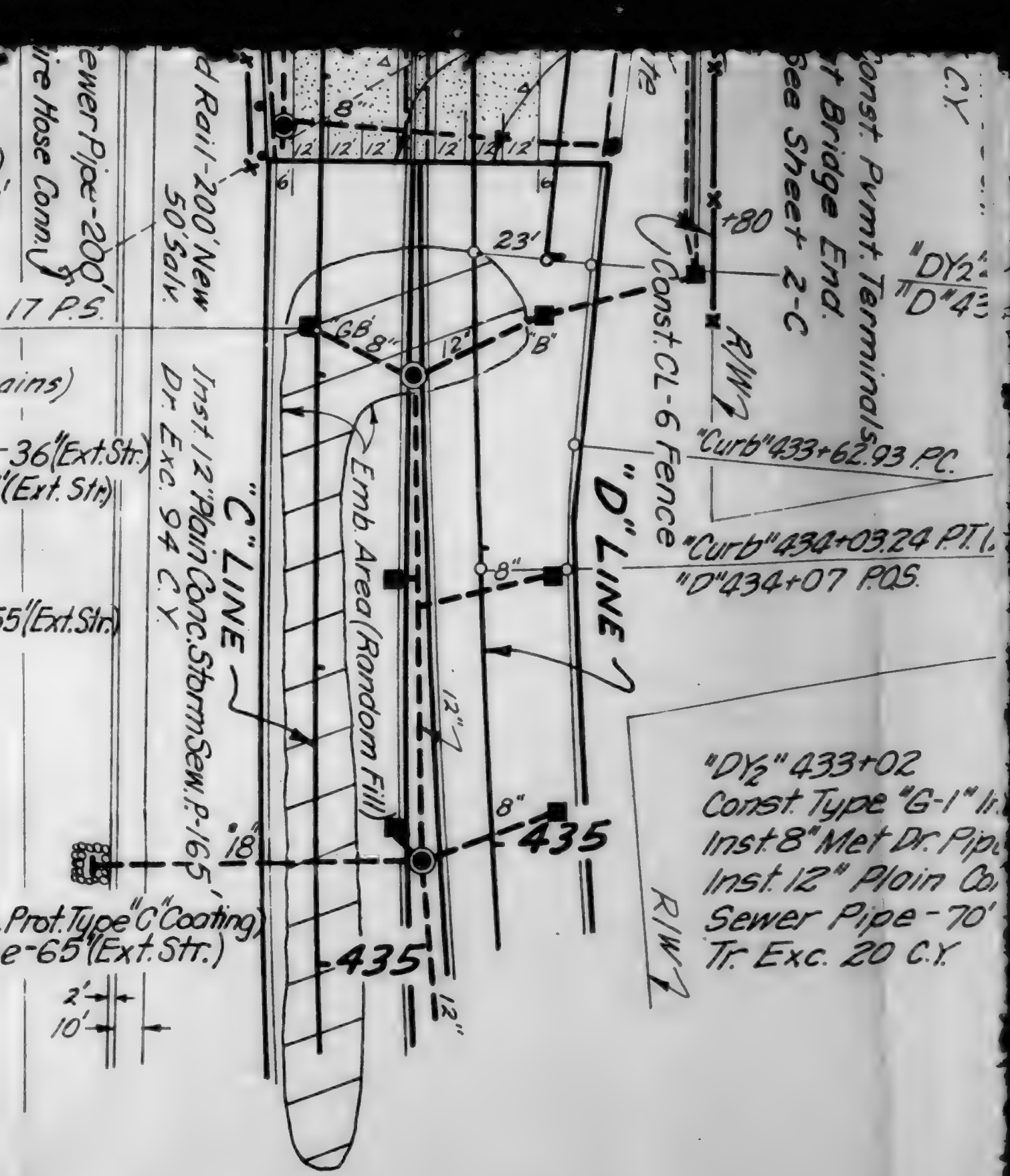
R/W

"C" 432+15
Const. Manhole (Top El. 44.8 - F.L. El. 38.8)
Inst. 8" Plain Conc. Storm Sewer Pipe-93'
Tr. Exc. 15 C.Y. (Ext. Str.)

"C" 433+00 "C" 432+86.17 P.S.
Const. Manhole
Const. Type "GB" Inlet (No Subgrade Drains)
Const. Type "B" Inlet
Inst. 8" Plain Conc. Storm Sewer Pipe - 36" (Ext. Str.)
Inst. 12" Plain Conc. Storm Sewer Pipe-44' (Ext. Str.)
Tr. Exc. 16 C.Y.

"C" 433+70
Const. 2 Type "B" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe-55' (Ext. Str.)
Tr. Exc. 15 C.Y.

"C" 434+65
Const. Manhole
Inst. 2 Type "B" Inlet
Inst. 18" Corr. Steel Pipe-110' (16 Ga. Asb. Prot. Type "C" Coating)
Inst. 8" Plain Conc. Storm Sewer Pipe-65' (Ext. Str.)
Loose Rip Rap - 15 C.Y.
Tr. Exc. 99 C.Y.

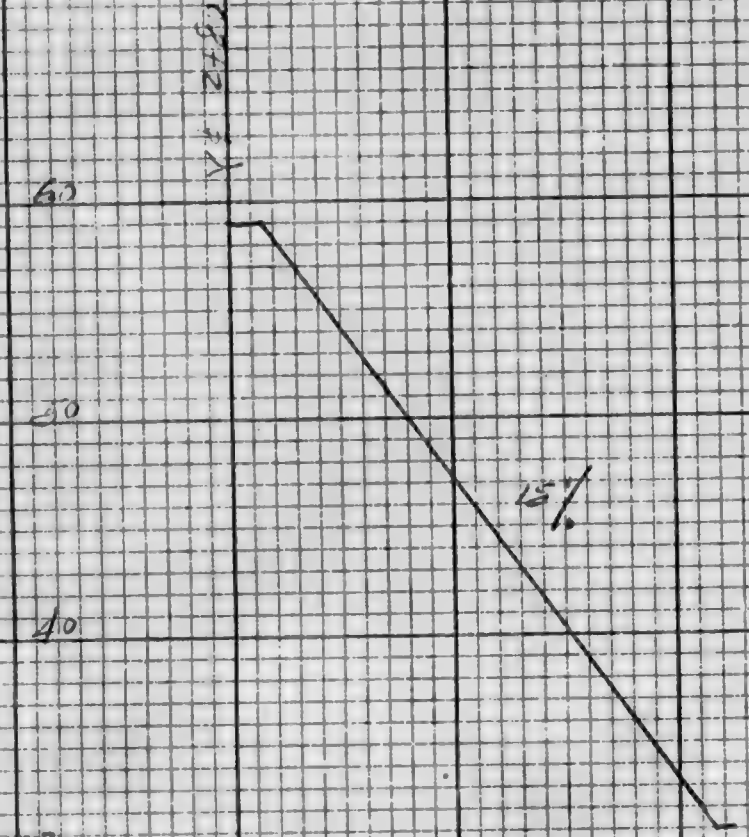


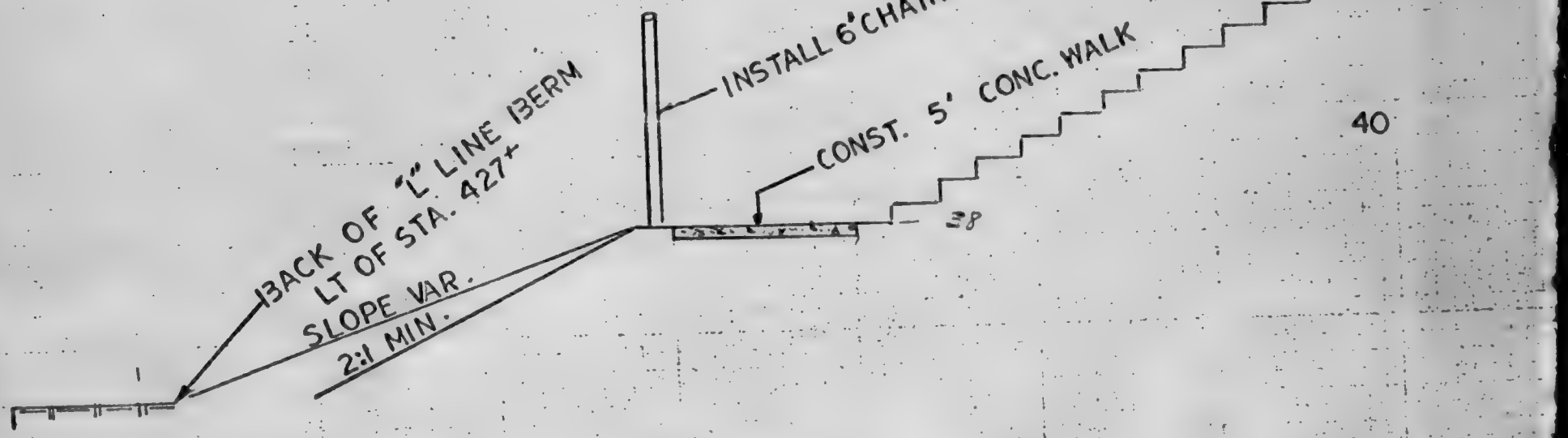
Const. Rail-200' New 50' Salv.
Const. Fire Hose Conn.
Inst. 8" Plain Conc. Storm Sewer Pipe-200'

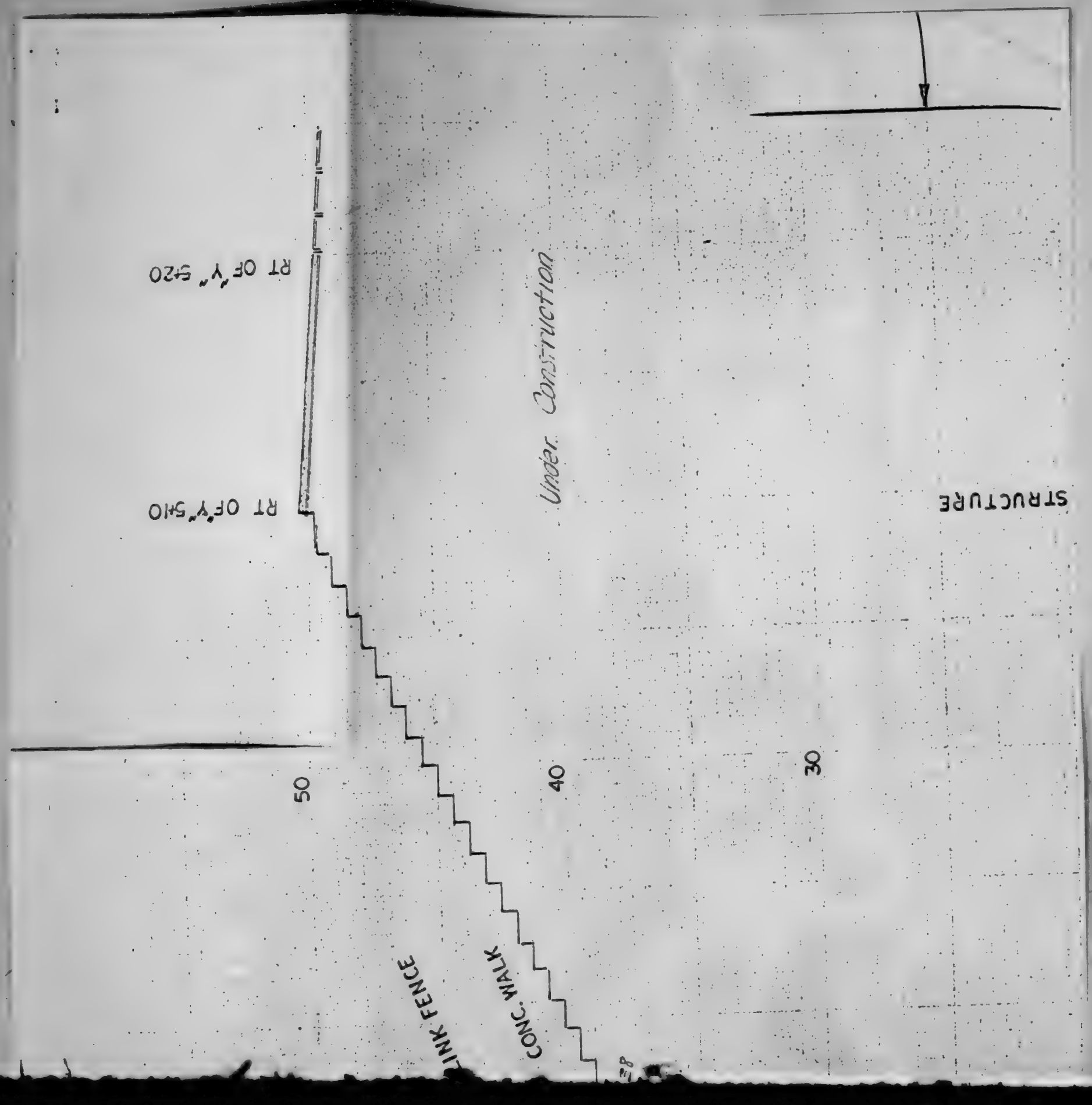
7-12-113

PROFILE
PEW SPRING ROAD
EAST MOUNTAIN INTERCHANGE
EASTBANK FREEWAY

PLAN C




50
40
30
INSTALL 6' CHAIN LINK FENCE
CONST. 5' CONC. WALK
38
BACK OF "L" LINE IBERM
LT OF STA. 427+
SLOPE VAR.
2:1 MIN.


STRUCTURE
Under Construction
30
40
50
CONC. WALK
LINK FENCE
RT OF "Y" STA 10
RT OF "Y" STA 20

S.E. MORRISON ST.

R/W

R/W

1ST AVE.

S.E. BELMONT ST.

SEC

RIW

S.E. WATER ST

Repair Extg. Stairway
See Dwg. No. 20194

Const. 4.5' P.C.C. Walk

WASTE
AREA

SEC. 3, T. 1S., R. 1E., W.M.
PORTLAND

Sta. "DY2" 428+75 to Sta. "DY2" 431+50
Const. Paved Ditch
Ditch Exc. 55 C.Y.

"DY2" 428+80
Const. Type "G-1" Inlet
Const Type "D" Inlet
Inst. 8" Plain Conc.
Inst 12" Plain Co
Tr. Exc. 55 C.

IW 7

TER ST

Remove Extg. Pvmt.

"DY2" 425+53.82 P.O.T.

25' R.

Remove Extg. Curb

Remove Extg. Walk

Salv. Guard Rail - 50'

S 65°59'18" E.

10' R.

Stairway
20194

C.C. Walk

"DY2" 426+79.68 P.C.

"S" C.M.P.

"DY" 428+00
Inst. 2½" Galv. Steel Pipe

"DY2"
36°C.L."27"
Δ 61°28'
R-159.16'
L-170.76

"Curb"
193.88' Sp
S-36°00'
a-20.78863

S.E. TAYLOR ST.

End Metal Median Barrier

8" Sew P.

Berm Paving

"DY2" 428+50.44 P.C.S.

"Curb" 428+50.44 P.C.S. (17' Lt)

"DY2"
200' Sp.
S-36°00'
a-18.0

18" C.M.P.

6

4'

4'

17'

2½'

"DY2" LINE

R/W

Access Control

"430+50.44 P.T. (15' Rt)

"430+50.44 P.T.

WASTE
AREA

8" Fire main

"DY" 4
Adju
Cons
Inst
Tr.

"DY2"
Cor
Cla
Me
Tr.
Sp
D
2

EAST MARQUAM INTERCHANGE UNIT EAST BANK FREEWAY SECTION PACIFIC HIGHWAY MULTNOMAH COUNTY				SH
FED. ROAD Div. No.	*STATE	PROJECT NUMBER	FISCAL YEAR	TO SH
8	OREGON	I-5-6(41)301		

Revised 4-8-65 "DY" Line Align.
Retg. Wall Added
Revised 4-14-65 "DY2" Line Align.
Revised 6-7-65 Retaining Wall Alignment
" " " " Inlets Added, Sta. "DY2" 428+
Sta. "DY2 433+
" " " " Sewer Pipe Added, Sta. "DY2"
& Sta. "DY2"
" " " " Perf. Pipe Added at Wall Loc
" " " " Asph. Ditch Added
" " " " "DY2" Curb Alignment Sh

"1" Inlet
"D" Inlet
Plain Conc. Sew. Pipe-20'
12" Plain Conc. Sew. Pipe-90'
Tr. Exc. 55 C.Y.

"DY" 425+00
Adjust Manhole
Const. Type "G-1" Inlet
Inst. 8" Plain Conc. Storm Sewer Pipe-40' (Extra Strength)
Tr. Exc. 10 C.Y.

Access Control Line, Where Not Shown, Coincides with the Bridge Hand Rails.

"DY2" 431+60 to "DY2" 432+80
Const. Conc. Retaing Wall
Class "A" Conc. 45 C.Y.
Metal Reinf. 3600 lbs.
Tr. Exc. 75 C.Y.
Spec. Wall Fill Mat'l. 61 C.Y.
Drg. No. 19678

2 Extg. Fire Hydrants

Inst. 8" Perf. Dr. Pipe-150'
Spec. Backfill 30 C.Y.
Tr. Exc. 45 C.Y.

8" fire main

"DY2" 433+02.00 P.O.T. =
"D" 433+02.00 P.O.S. (23' Rt)

"Curb"
344.045 R.C.L.
Δ-7°02'44"
T-21.18'

SALMON ST.

"433+62.93 P.C."

"433+83.24 P.T." (23' Rt)

"433+07 P.O.S."

Const. Pvmt. Terminals at Bridge End. See Sheet 2-C

"D"
800' Sp.
S 16°00'
a 0.5

"433+02
Inst Type "G-1" Inlet
8" Met. Dr. Pipe-16'
12" Plain Conc. Sewer Pipe-70'
Tr. Exc. 20 C.Y.

8V-208

EAST MARQUAM INTERCHANGE UNIT EAST BANK FREEWAY SECTION PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 4
FED. ROAD Div. No.	*STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-6(41)301		See Index

Revised 4-8-65 "DY" Line Align.
Retg. Wall Added
Revised 4-14-65 "DY$_2$" Line Align.
Revised 6-7-65 Retaining Wall Alignment
" " " " Inlets Added, Sta. "DY$_2$" 428+80 & Sta. "DY$_2$ 433+02
" " " " Sewer Pipe Added, Sta. "DY$_2$" 428+80 & Sta. "DY$_2$" 433+02
" " " " Perf. Pipe Added at Wall Location
" " " " Asph. Ditch Added
" " " " "DY$_2$" Curb Alignment Shown

Access Control Line, Where Not Shown, Coincides with the Bridge Hand Rails.

SALMON ST.

"DY$_2$" 433+02.00 P.O.T. = "D" 433+02.00 P.O.S. (23' Rt.)

"Curb" 344.045 R.C.L. Δ-7°02'44" T-21.18'

"433+62.93 P.C.

"433+03.24 P.T. (20' Rt.)

4+07 P.O.S.

"D" 800' Sp. S 16°00' a 0.5

"433+02

Const. Pvmt. Terminals at Bridge End. See Sheet 2-C

BRIDGE DETAILS CHECKED TC.E

421

"SE" LINE

25'

10'

2'

"SE" 11+30.21 P.S.C.

"L" 421+42.47 P.S.C.

"SE" 10+30.21 P.C.S.

"L" 422+42.47 P.O.C. (31' Rt.)

"L" 423+45 Lt. Reconst. Manhole

"L" 423+60.51 P.C.S.

10' 12' 12' 12' 12' 12' 10'

MORRISON ST

"L"
1°30' C.L.
Δ 5°31'14"
Ts 259.17'
Lmc 218.04'

● Inst. 19 Y-2 Guide Posts

Const. P.C.C. Pavement

Const. A.C. Pavement

Note: For Profiles, See Sheet 3A

MORRISON ST. BRIDGE

"L" 150'Sp. S 10°07'30" a 1.0

"L" 425+10.51 P.T.

3.5' Min.

425

25

35' Min.

Const. Guard Rail Lt. & Rt. For Quantity, See Sheet 3

Access Control Line

Const. CL-6 Fence

Const. Metal Median

Taper 1' in 35'

NORTH BO

SOUTH B

Const. CL-6 Fence

AREA

PRELIMINARY COPY
SUBJECT TO CHANGE

18" CM

8" Sewer

"L" 427+15
Reconst. Manhole
Const. 2 Type "G-1" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe-6 (Ext. Str.)
Tr. Exc. 1 C.Y.

PLAN

"L" 429+15
Reconst. Manhole
Const. 2 Type "G-1" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe-6'
Tr. Exc. 1 C.Y.
(Ext. Str.)

"L" 431+25
Const. Manhole (Top El. 38.2-F.L. El. 32.2)
Const. 2 Type "G-1" Inlets
Inst. 18" Corr. Steel Pipe-30'/16 Go. Asb. Prot. Type "C" Coating
Inst. 8" Plain Conc. Storm Sewer Pipe-130' (Extra Strength)
Tr. Exc. 55 C.Y.

EQUA. "L" 431+92.62 P.O.T. = "D" 431+23.59 P.S. (19' Lt.)

EQUA. "L" 432+15.87 P.O.T. = "C" 431+07.99 P.O.T. (31' Rt.)

Fence
Reconst. Type "C" Curb
"L" LINE
Const. Type "C" Curb
Const. Taper 1' in 20'
Const. P.C.C. Surfacing, Thkn. 4"
Const. Type "C" Cone Island
Taper 50:1
Const. 12" Plain Conc. Storm Sewer Pipe-48 C.Y.
Dr. Exc.
Inst. 10' A.C. Footpath
Esplanade
Harbor Line
Access Control Line
Const. Median Barrier
Const. 2 Type "G-1" Inlets
Const. Manhole
Inst. 18" Corr. Steel Pipe-30'/16 Go. Asb. Prot. Type "C" Coating
Inst. 8" Plain Conc. Storm Sewer Pipe-130' (Extra Strength)
Tr. Exc. 55 C.Y.
Curb
"DY2"
"L" + 10 End
Inst.
S. 11°30'00" W.
S. 16°32'15" W.
R. 22.5'
R. 30'
430
+45
+60
10'
15'
16'
18"
4'
2½'
5'

"C" 432+15
Const. Manhole (Top El. 44.8 - F.L. El. 38.8)
Inst. 8" Plain Conc. Storm Sewer Pipe - 93'
Tr. Exc. 15 C.Y. (Ext. Str.)

"C" 433+00
Const. Manhole
Const. Type "GB" Inlet (No Subgrade Drains)
Const. Type "B" Inlet
Inst. 8" Plain Conc. Storm Sewer Pipe - 36" (Ext. Str.)
Inst. 12" Plain Conc. Storm Sewer Pipe - 44' (Ext. Str.)
Tr. Exc. 16 C.Y.

"C" 433+70
Const. 2 Type "B" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe - 55' (Ext. Str.)
Tr. Exc. 15 C.Y.

"C" 434+65
Const. Manhole
Inst. 2 Type "B" Inlet
Inst. 18" Corr. Steel Pipe - 110' (16 Ga. Asb. Prot. Type "C" Coating)
Inst. 8" Plain Conc. Storm Sewer Pipe - 65' (Ext. Str.)
Loose Rip Rap - 15 C.Y.
Tr. Exc. 99 C.Y.

Exist. Fire Hose Conn.

"C" 432+86.17 P.S.

Const. Guard Rail - 200' New
50' Salv.

Inst. 12" Plain Conc. Storm Sew. P. - 165'
Dr. Exc. 94 C.Y.

"C" LINE

Emb. Area (Random Fill)

"D" LINE

Const. CL-6 Fence

Inst. 12' Gate

at Bridge End
See Sheet 2-C

"Curb" 433+62

"Curb" 434+0

"D" 434+07

"DY2" 433+

Const. Type

Inst. 8" Me

Inst. 12" P

Sewer Pip

Tr. Exc. 2

R/W

11°30'00" W.

2°15' W.

+80

23'

GB 8"

B

12"

18"

8"

435

435

12"

8"

12"

2'

10'

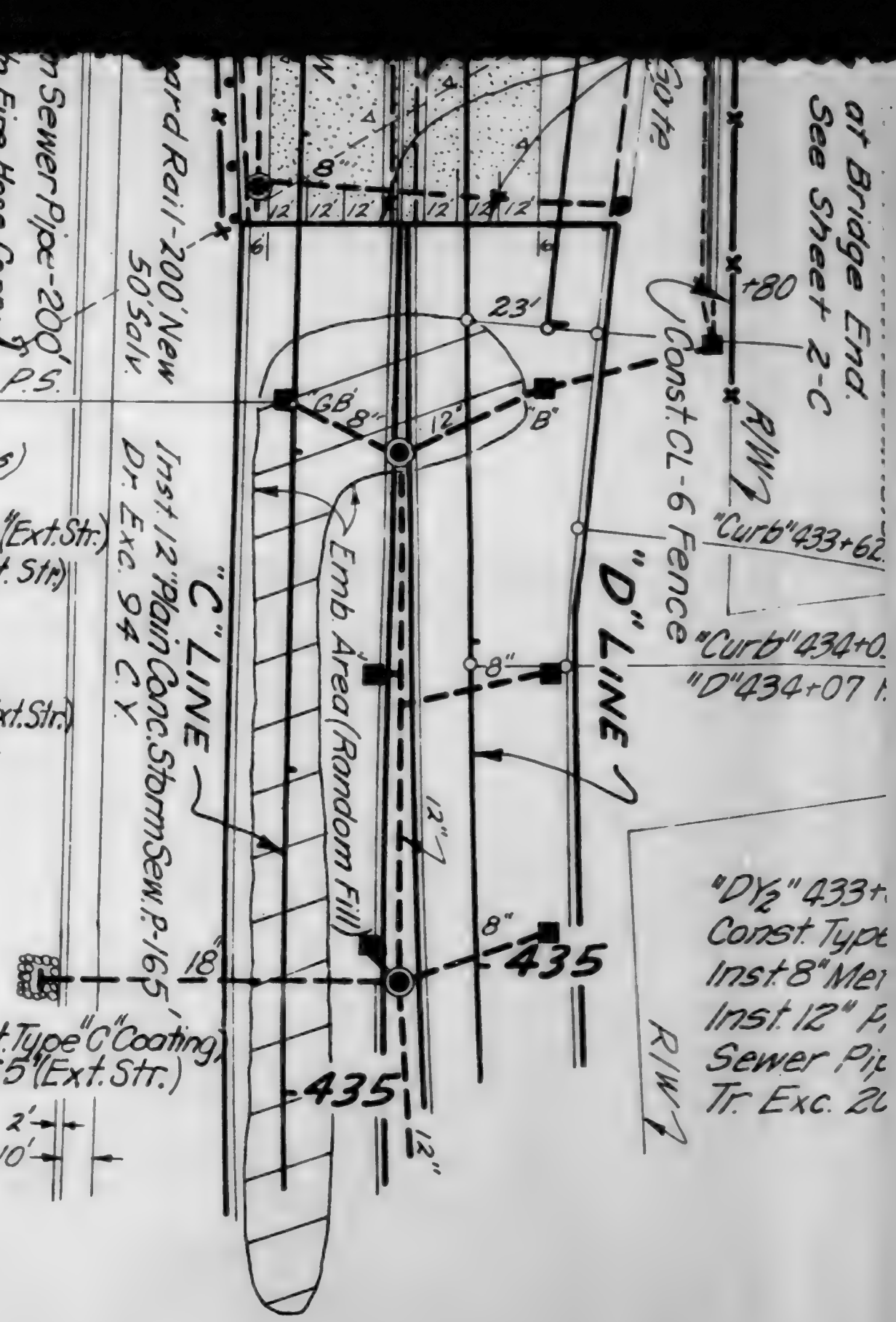
7-P.113

"C" 432+15
Const. Manhole (Top El. 44.8 - F.L. El. 38.8)
Inst. 8" Plain Conc. Storm Sewer Pipe - 93' (Ext. Str.)
Tr. Exc. 15 C.Y.

"C" 433+00
Const. Manhole
Const. Type "GB" Inlet (No Subgrade Drains)
Const. Type "B" Inlet
Inst. 8" Plain Conc. Storm Sewer Pipe - 36' (Ext. Str.)
Inst. 12" Plain Conc. Storm Sewer Pipe - 44' (Ext. Str.)
Tr. Exc. 16 C.Y.

"C" 433+70
Const. 2 Type "B" Inlets
Inst. 8" Plain Conc. Storm Sewer Pipe - 55' (Ext. Str.)
Tr. Exc. 15 C.Y.

"C" 434+65
Const. Manhole
Inst. 2 Type "B" Inlet
Inst. 18" Corr. Steel Pipe - 110' (16 Ga. Asb. Prot. Type "C" Coating)
Inst. 8" Plain Conc. Storm Sewer Pipe - 65' (Ext. Str.)
Loose Rip Rap - 15 C.Y.
Tr. Exc. 99 C.Y.

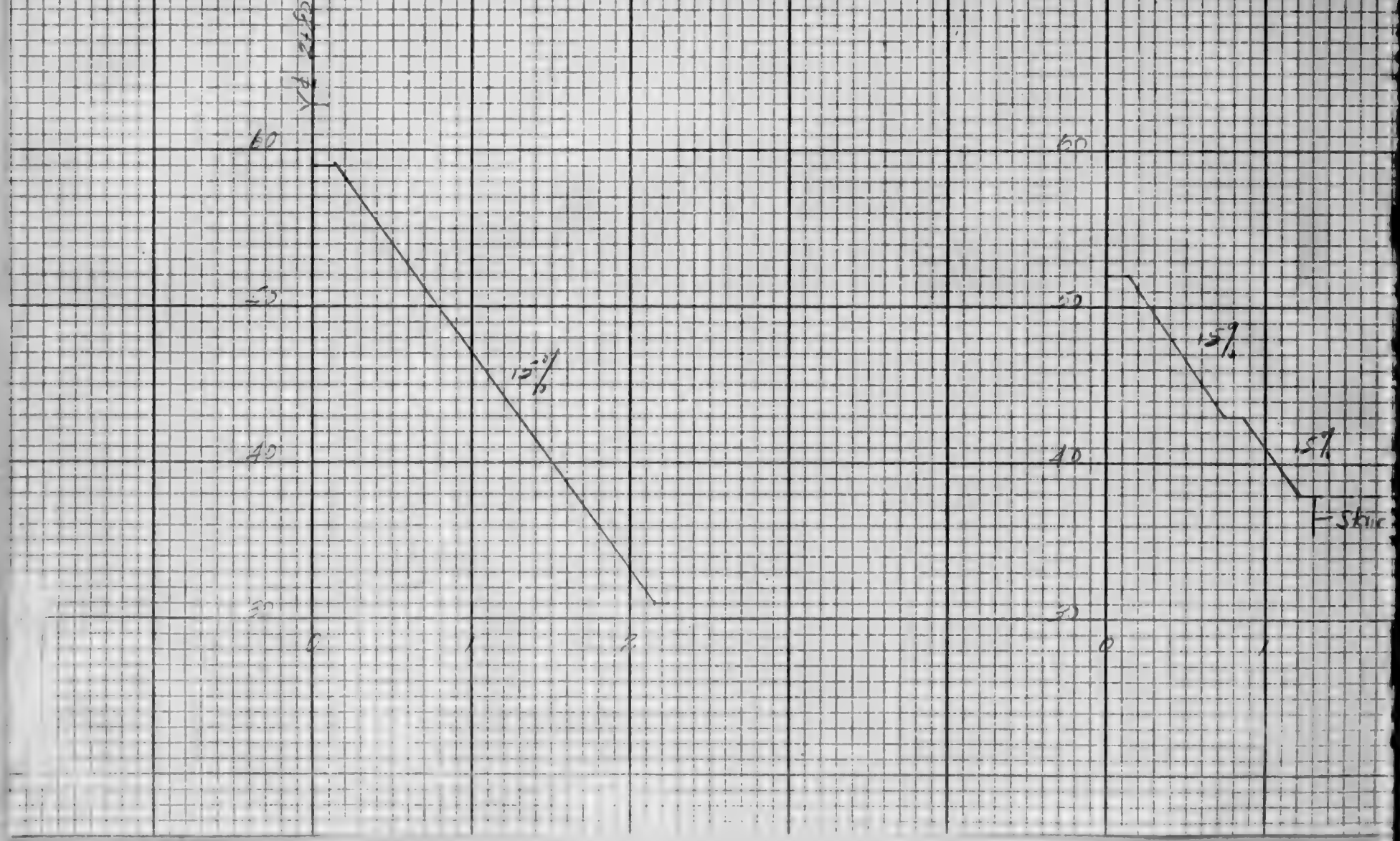


7-P-113

PROFILES

PEDESTRIAN RAMPS
EAST MORRISON INTERCHANGE
EASTBOUND FREEWAY

PLAN A



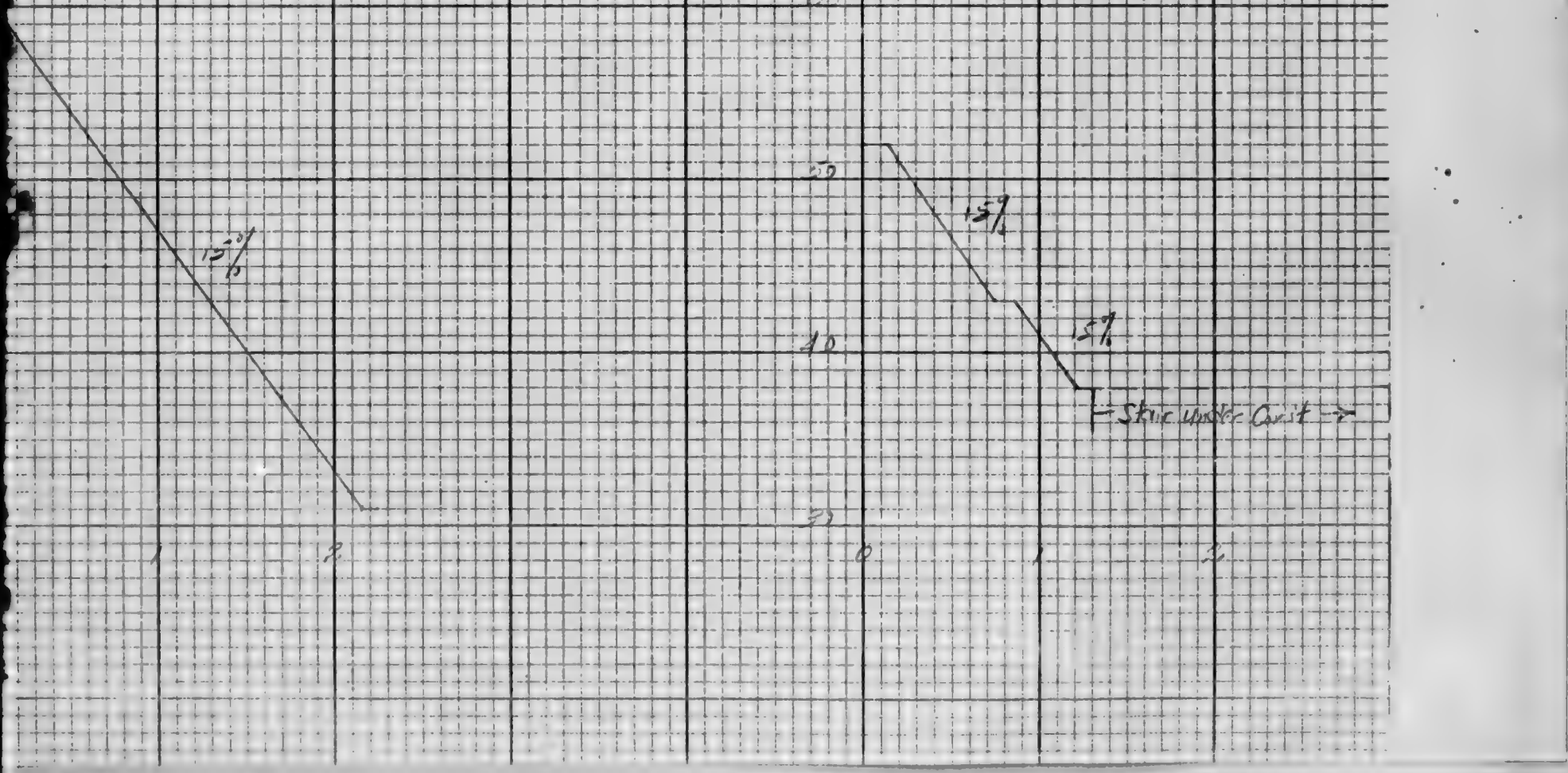
DETAILS

PEDESTRIAN RAMPS

EAST HARRISON INTERCHANGE

EASTBOUND FREEWAY

PLAN A



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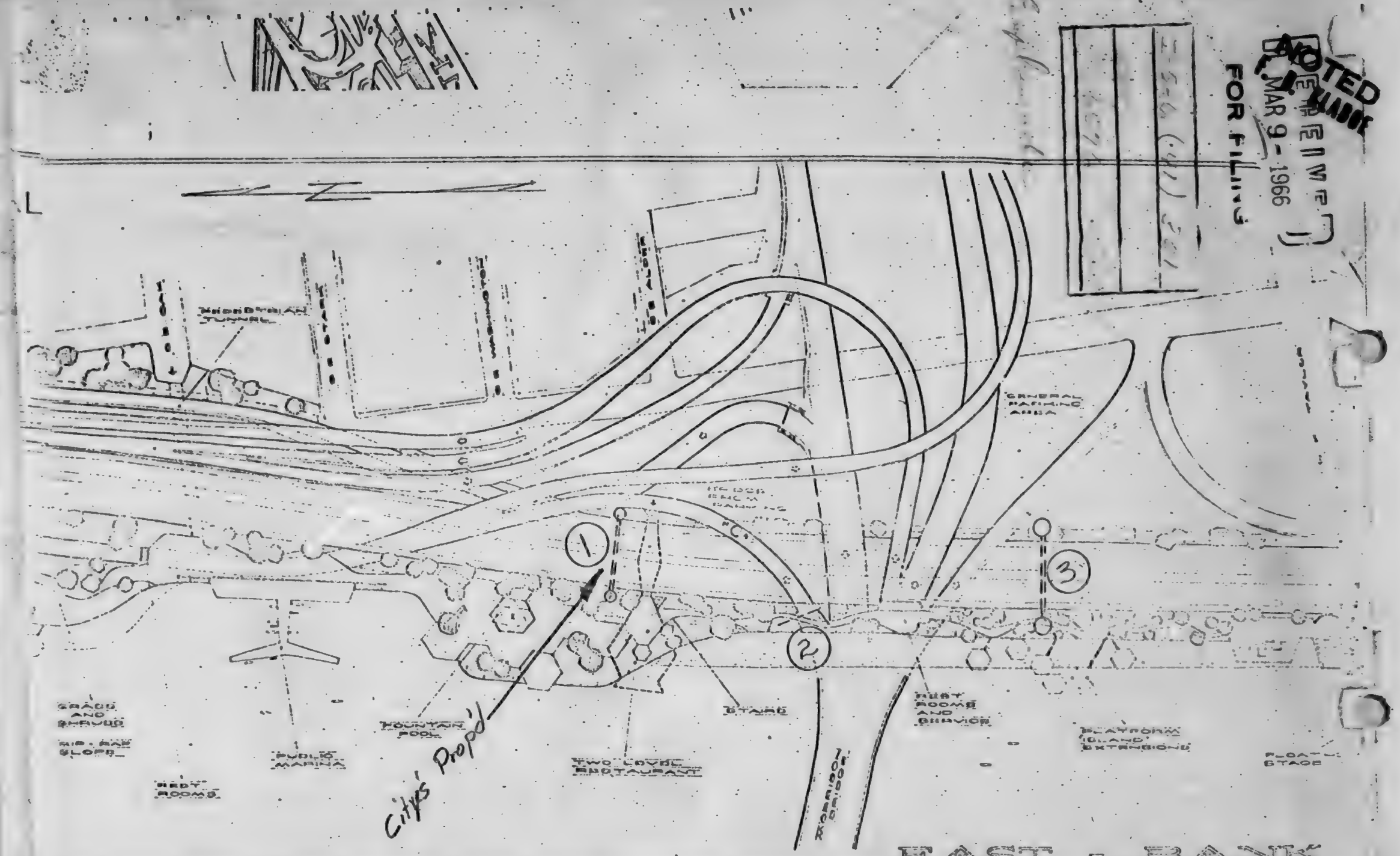
ENGINEER
MAR 9 - 1966
FOR FILING



EAST - BANK

City-Propd	(1) 420+35	Ped. & sign bridge	$75,000	(Ped. bridge only $60,000)
	(2) 424+00	Extend stairway	$3,000	(Makes use of exist facilities)
	(3) 427+50	Ped. & sign bridge	$73,000	Ped. bridge only $60,000)

copy to Fred Fowler
3-9-66

RECEIVED
FEB 25 1966
FOR FILING

F&L(M) 201
6576

Salem, Oregon
February 23, 1966

Mr. Forrest Cooper
State Highway Engineer

OFFICE

On Monday, February 21, Mayor Schrunk telephoned and was somewhat critical of the East Bank landscape plan that had been submitted to the City recently. He wanted to know why a pedestrian overpass and rest rooms could not be made part of this proposal.

I reviewed the matter and on this date informed the Mayor by 'phone that the plan as submitted to the City was about all that we could expect under Interstate financing.

The Bureau of Public Roads has released PPM 21-17, dated February 18, 1966, which has to do with landscaping and scenic enhancement and, while like all federal PPM's it is not crystal clear, it does seem to indicate that projects such as the Mayor desires could not be financed as Federal-aid landscaping or scenic projects. This matter was discussed with Division Engineer A. W. Parsons and he concurs in this understanding.

Mayor Schrunk was informed that the present plans do not conflict with a more comprehensive park development if such might be possible or feasible in the future. He seemed satisfied with this explanation.

This information was also discussed with Chairman Jackson on this date.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. F. B. Klaboe
Mr. Victor D. Wolfe

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APR 27 1965
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FORM E-30 90M 7-64 SP*6228-734

I-5-16 (41) 301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1965

SUBJECT:

To: Mr. R. L. Porter
Deputy State Highway Engineer

On April 19, at 3:00 p. m., I received a call from Mr. George Otten, ex-Assistant Landscape Engineer, State of Oregon.

Mr. Otten stated it was his understanding the City of Portland was demanding a consultant be employed to go into Stadium Freeway and East Bank Freeway landscaping. He was very desirous that he be considered favorably for this position of consultant.

Mr. Otten's previous accomplishments are now visible in part on the Canyon Road near Sylvan, Harbor Drive, and other areas in the metropolitan district.

He also stated that he has been in contact with Mr. Fowler, who is agreeable to his being employed in this respect, and he intends to contact Mr. Jackson and others in the near future.

I write this purely as a matter of information.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
F. B. Klaboe

NOTED
R. L. PORTER

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APR 20 1965
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I-5-6(41) 501

4576

Salem, Oregon
April 19, 1965

R. L. Porter
Deputy State Highway Engineer

Federal funds for the
Esplanade on the East Bank
Freeway in Portland

OFFICE

Reference is made to a letter dated April 5 from Mr. Cooper to the State Highway Commission in which he asked for information in regard to any possible federal funds that might be used for the development of the Esplanade on the East Bank Freeway in Portland.

An investigation discloses that to the best of our knowledge, there are no federal funds at this time that can be used for the development of the Esplanade. The Open Space Program of the Housing and Home Finance Administration allows 30 percent for land acquisition, engineering and planning , but no money for development of such projects.

The Land and Water Conservation fund, which is not yet operative, possibly would allow funds on a 50-50 matching basis if the project would qualify under their guidelines. It is not expected that this fund will be operative until 1966.

The State Planning and Development Department was also contacted to determine if they had knowledge of any federal funds that could be used. They did not.

P. M. Stephenson
Assistant State Highway Engineer

PMS:bg

cc: Forrest Cooper

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APR 20 1965
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COMMISSIONERS
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KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

J-5-4 (41) 3-V
c.2 76

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 16, 1965

Mr. Ernest Nussbaum, Program Analyst
Computing Department, Data Systems Office
General Electric Company
7800 Wisconsin Avenue
Bethesda 14, Maryland

Dear Mr. Nussbaum:

As discussed with Mr. Blair and Mr. Hanks by phone on April 15, 1965, we are in the process of converting the Portland-Vancouver Study, previously forecasted by Fratar method, to a gravity model. Our immediate aim is to calibrate models which could be used in conjunction with a transit study, the latter being done by outside consultants. Our first undertaking will be to update the 1960 network to include terminal times and intrazonal times.

We are therefore furnishing herewith a set of program cards to be used in updating the basic 1960 off-peak network as developed from iteration No. 1 and identified as being on tapes No. 18 or 19 as retained by your office. The set of program cards refer to program PR 130, Skim and Update trees, and are as follows:

Program Call Card
Identification Card
Parameter Card
TERM Card
13 Terminal Time Cards (T Cards)
UPDT Card
249 Update Cards (U Cards)
LAST Card

NOTED
TOM EDWARDS

No options are specified in this run.

We ask that the following be performed as assignment #39: Update the zone-to-zone times to include the terminal times and intrazonal times for each zone. We also request a printout of zone-to-zone travel times as developed from this program.

Purchase order #H 309691 in the amount of $150 is enclosed for your charges. Authorization for one hour computer time on the 7094 at the Bureau of Standards is hereby granted for this assignment.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

RECEIVED
APR 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Enclosure
bc: Tom Edwards

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APR 6 - 1965
FOR FILING
I-S-4(41) 301
6576

April 5, 1965

Oregon State Highway Commission

Gentlemen:

For your information, I am attaching a copy of a letter which we recently received from the Bureau of Public Roads which specifically refers to a project on the East Bank Freeway in Portland, commonly referred to as the Esplanade.

I am having a study made to determine if there are any federal funds available from other sources.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm

Enc.

cc R. L. Porter
Victor D. Wolfe

Mr. Porter: Please have someone make all necessary inquiries to determine if there are any federal funds that can be used on a project such as this.

F.C.

Form CD-121 (11-63) (Pres. bg A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REFERRED TO
Cooper
BY DEPUTY STATE HIGHWAY ENGINEER
Your information

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: March 24, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-6(14)301
Esplanade Area

Mr. Porter's letter dated February 26, 1965 requested information concerning the participation with Federal funds for the improvement of the area adjacent to the Willamette River and Interstate Route 5 between the Hawthorne and Burnside bridges. The specific questions were proposed by the city of Portland.

1. Additional Landscaping and Beautification: Consideration can be given for the use of Federal-aid Highway funds in a reasonable amount of landscaping of the area between the highway and the rock toe.

2. Enlarging the area to provide for a wayside park: It would be extremely difficult and costly to enlarge this area to provide for a wayside area that could be utilized by the motorist on the freeway.

3. A complete park in the nature of a recreational area: On Page 11 of Mr. Whitton's IM 21-4-65 dated March 10, 1965 it is clearly stated that Federal-aid highway funds cannot be used to develop or construct facilities for active recreation practices.

Mr. Porter's letter speaks of "Federal Funds". Our specific reference herein is to Federal-aid highway funds. It may be possible that other sources of Federal Funds of which we are not aware are available to aid in the development of the area in question.

We trust that this information will assist you in replying to the city's request. If we may be of further assistance concerning this matter, please let us know.

RECEIVED
MAR 24 1965
CITY OF
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
ENGINEERING
6576

477 Cottage Street, N.E.
Salem, Oregon - 97301

March 24, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. L. P. Shaw

08-35.4-DA

Original signed by
A. W. Parsons
Div. Engr.

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-6(14)301
Esplanade Pedestrian Crossing, Station 420+75, East Bank Freeway

Mr. Shaw's letter, dated March 3, 1965, requested our approval of a combined pedestrian overcrossing and sign bridge.

We have reviewed your proposed pedestrian overcrossing structure, of which the attachment of three signs were made. It appears that the maze of ramps and column obstructions within this area would cause confusion and that by the addition of three more signs at the proposed pedestrian overcrossing would amplify the number of decisions a driver must make in this complicated area. We would recommend the installation of only one sign, i.e. route shield "80N and 30 East" and "The Dalles" with slashed arrow. We would recommend the installation of the other two signs along with an advance "The Dalles" sign to be incorporated on the "Y" line structure prior to entering the Morrison Bridge Interchange. Our review indicates that the sight distance limitation in advance of the pedestrian overcrossing structures would be approximately 420 feet, and we feel this is insufficient for good signing practice.

We have no particular objection to the construction of a pedestrian overcrossing structure in this area; however, the question of Federal-aid participation in such a structure would be predicated on the positive example that the City intends to accomplish the proposed esplanade construction in the near future.

In the event that the pedestrian overcrossing structure is not built we feel that an overhead cantilever sign structure would be desirable for the required signing in this area, and full participation in this signing could be expected. If the City elects to construct a pedestrian overcrossing structure, we certainly would have no objection to the installation of the recommended sign in this area. We still feel, however, that it would behoove the City and State to investigate the cost of installing ramps from the existing Morrison Bridge structures into this esplanade area. We feel that this cost will be considerably less than the proposed pedestrian overcrossing structure and still provide a facility that is acceptable for all people concerned.

owing to
Yaun 4-12-65

RECEIVED
OCT 28 1971

COMMISSIONERS
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PORTLAND

I-5-6(11)
1-3-74

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
March 22, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Adjustment of PGE Facilities
E. Marquam Interchange Section
Pacific Highway - Multnomah County
Project No. I-5-6(41)301

Dear Sir:

In a meeting in your office on March 9, 1965 you requested the following additional information concerning Portland General Electric Company's estimates dated January 14, 1965 and February 5, 1965, which were transmitted with the writer's letter of February 19, 1965:

1. Estimates for comparative purposes of the cost of placing the 600 Volt DC and 4160 Volt primary circuits underground only where it crosses under the structure, leaving the line from Pole #168 to Pole #164 undisturbed. Herewith you will find three portions of the estimate.

Sheets No. 22 and 23 detail the underground work necessary between Poles #158 and 164 and passing under the "BD" and "CU" lines. The estimated cost for this work is $10,974. PGE brought out, in our meeting of March 18, 1965, that Pole #283 could not be used as a cable pole, since it now holds transformers to serve the PGE garage. Therefore, it was necessary to extend the proposed underground to Pole No. 158.

Sheets 24 and 25 detail the underground work necessary to remove Pole #313 which lies directly beneath the proposed "A" line. It was brought out in our discussion with PGE that it was necessary to extend their underground duct way from Pole #313 to Pole #168 and make various adjustments to accommodate their 600 Volt DC circuits as shown on their sketch on Sheet 25. The estimated cost of this work is $10,553.75.

Sheets 26 through 29 contain the estimate for all overhead work necessary to complete this installation at both crossings. This will involve replacing Poles #164 and 168 and the removal of all existing overhead facilities and all other work to be done above ground to complete this adjustment. The salvage is shown on Sheet 28.

A sketch showing all the work is shown on Sheet 29 and the summary of this work is shown on Sheet 26 with the total job cost to be $25,698.76.

This may be compared with a total of $20,550.60, as shown on Page 1 of the Index, three copies of which are attached. The State is obligated to pay two-thirds of this, as set out in Page 2 of the list of conflicts (a copy of which is attached to the Index).

The removal of Pole #313 will necessitate the rerouting of PGE's overhead 600 Volt DC circuit underground from a pole near Station L through Stephen's Substation to Pole #168. This will involve extending the existing 6 duct subway from Pole #313 to Pole #168. PGE is now using two of these six ducts. The relocated 600 Volt DC circuits will use two additional ducts leaving two for future use.

Since PGE is reducing the future capacity of this existing subway from a point near Station L to Pole #313, it is the State's obligation to extend all six ducts to Pole #168. The only additional cost to install the two unused ducts will be the cost of material. Inasmuch as the 150 feet of fiber duct material will cost 16.3 cents per foot, or $24.45, you can see this cost is nominal.

2. Information as to whether the State was entitled to extended life credit for the new service to the welding shop and pole yard office.

The company, in their letter of March 17, 1965, three copies of which are attached, stated that they considered the existing services adequate to serve these facilities for their remaining useful life.

It was brought out in our meeting that the geographical location of these facilities would not allow any additional expansion, and the company did not think it feasible to use this site for its present purpose beyond the useful life of existing buildings. Therefore, the State would not be entitled to extended life credit for these services.

3. A summary detailing alternate methods of relocating primary circuits on S. E. Clay between S. E. Water Street and the Willamette River.

Attached you will find three copies of the above-mentioned summary with our recommendations.

4. More information correlating the company's estimate of cost to their sketch map.

It has now been determined that Bent "CA6" will be located at Station "CA" 449+78.56, which will make the adjustment of the company's cables and conduits unnecessary in this area. Therefore, the cost included in estimate No. 1 will be eliminated. Also, it has been determined that the first item in estimate 3A was work on primary circuits and, therefore, should have been included in estimate No. 2.

Attached you will find three copies each of the company's revised summaries for their estimates dated January 14, 1965 and February 5, 1965.

Also attached for your convenience are three copies of an Index to the company's estimate dated January 14, 1965 and revised January 28, 1965, with the summary revised as stated above on March 15, 1965. This Index contains a List of Conflicts which was attached to the writer's letter of November 5, 1964 to the company.

All of the company's work on this project is included in the Interstate System according to I-5-6(14)300 plans approved by your office August 2, 1961.

Your approval of the company's estimate of cost dated January 14, 1965, and revised January 28, 1965, and authorization to proceed with the work as outlined in the writer's letter of February 19, 1965 and further supplemented above is requested.

Portland General Electric Company and the State are both agreeable to all provisions of the permit of entry, but the permit of entry will not be complete until this estimate has been approved by the Bureau of Public Roads and is included in the document as Exhibit "D". Therefore, we request your immediate attention to this matter.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
Attachment

cc: L. P. Shaw
L. H. Young
Jack Hesla

RECEIVED
MAR 23 1965
OFFICE OF
STATE ... ENGINEER

RECEIVED
MAR 4 - 1965
FOR FILING

I-5:6(41) 301

March 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Pedestrian Crossing
Station 420+75
East Bank Freeway
Multnomah County

Dear Sir:

Attached are two copies of a print of an artists sketch showing a proposed pedestrian crossing north of the Morrison Bridge at Station 420+75 to provide access to the explanade. The plan combines a pedestrian crossing and sign bridge at an estimated cost of $75,000.

In the past, your office has suggested the use of the existing stairs and Morrison Bridge for such access, but this is unacceptable due to the stairs. This plan as submitted would provide ramps.

It is requested that you approve this combined pedestrian crossing and sign bridge for construction with Interstate funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

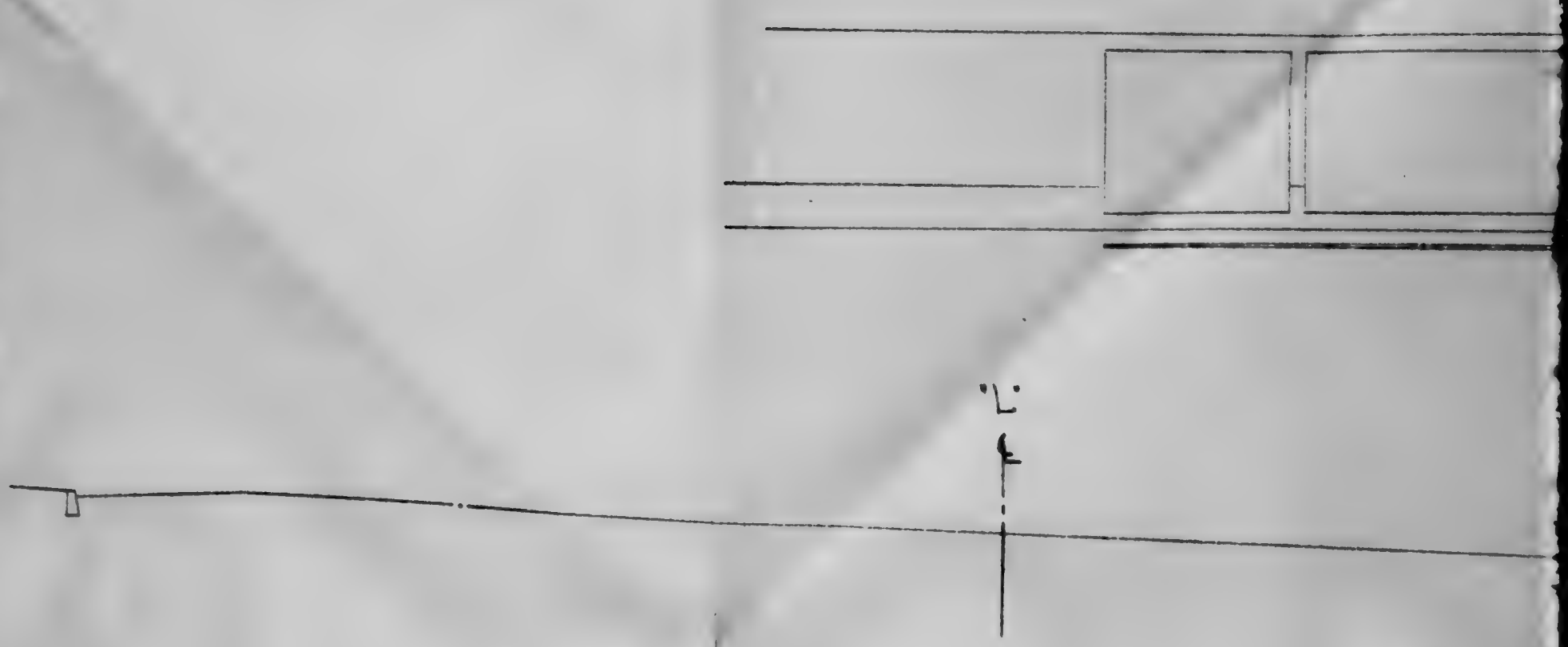
Attachment

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
F. B. Klaboe

DNS:dc: ajw

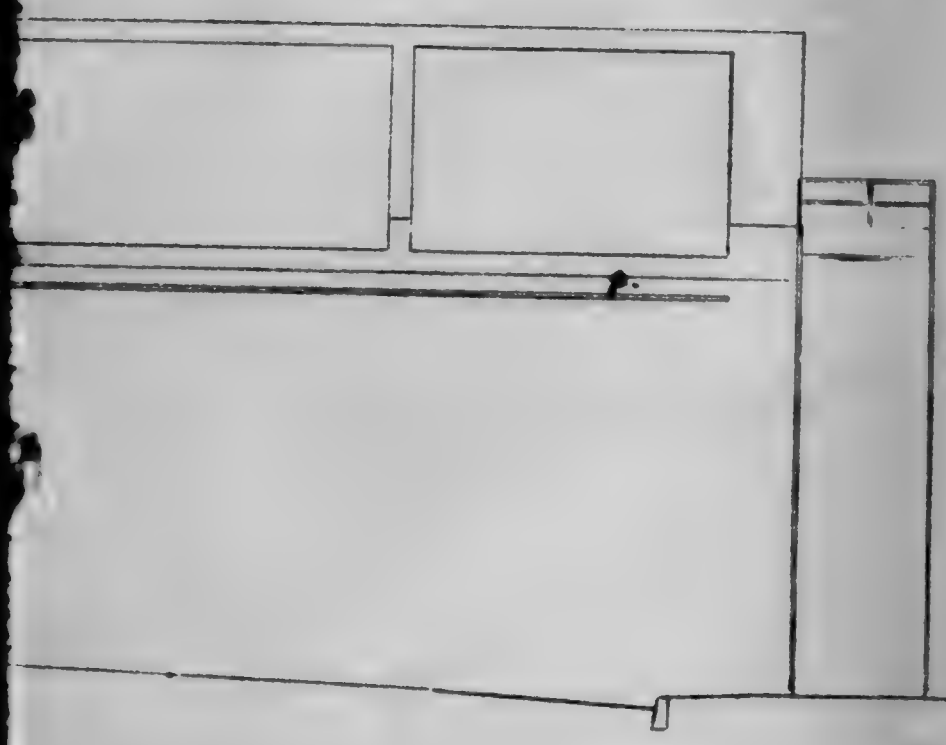
PROPOSED PEDESTRIAN

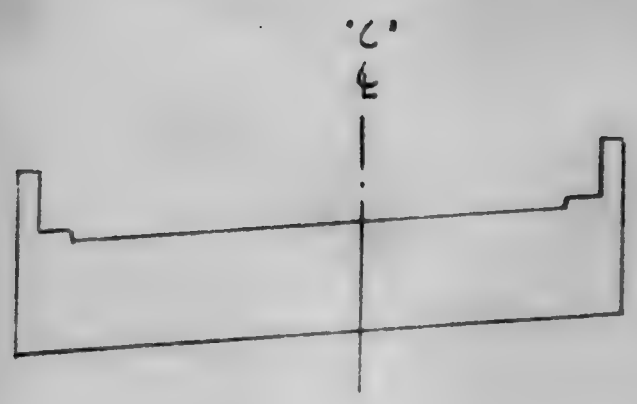
EAST BANK F



SCALE

PROPOSED PEDESTRIAN OVERCROS
EAST BANK FREEWAY

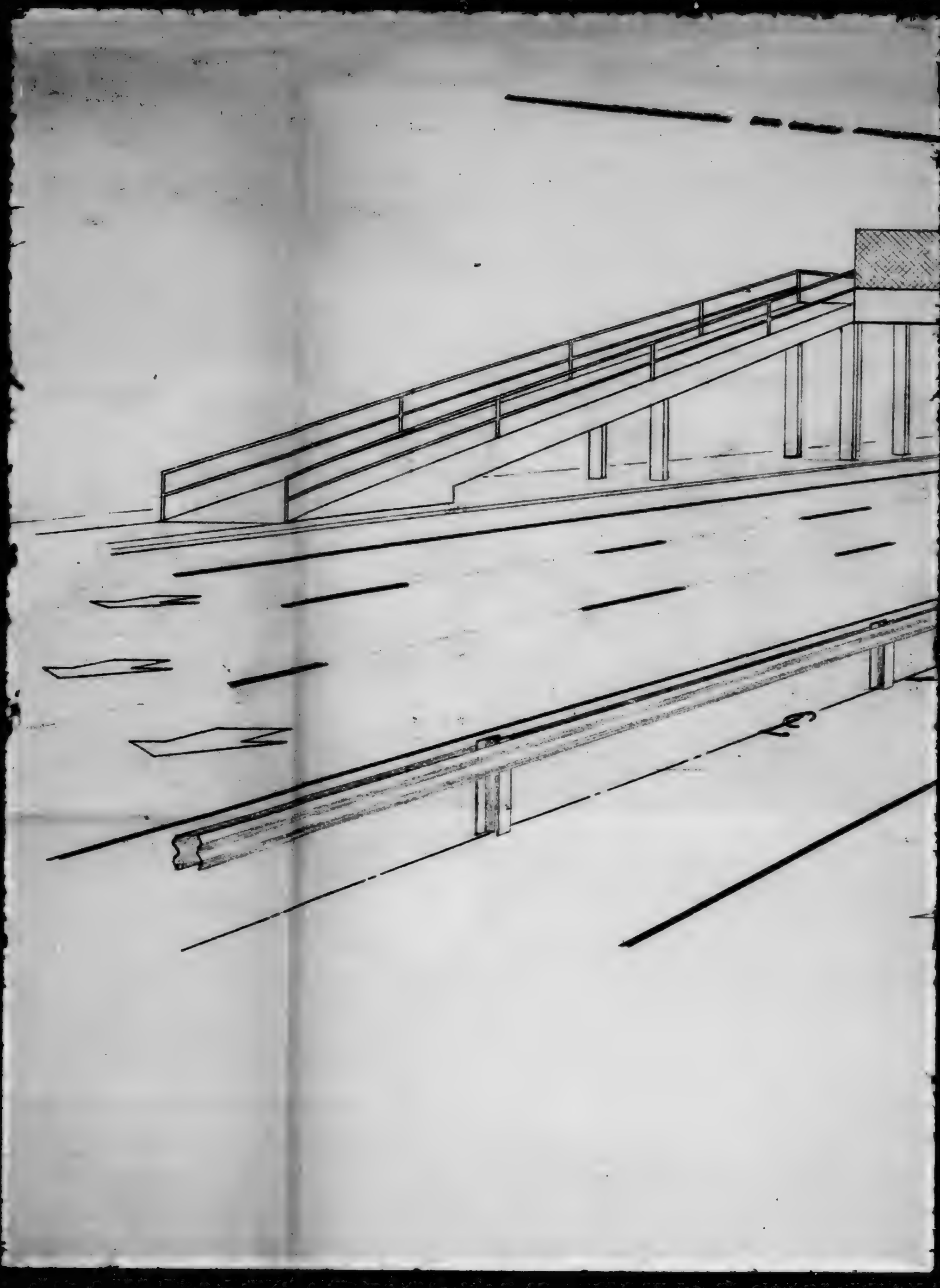




LE 1"=1' HORZ.
1"=1' VERT.

RCROSSING - STA. 420+75

VAY SEC.



APPROX. BOT

5
Seattle

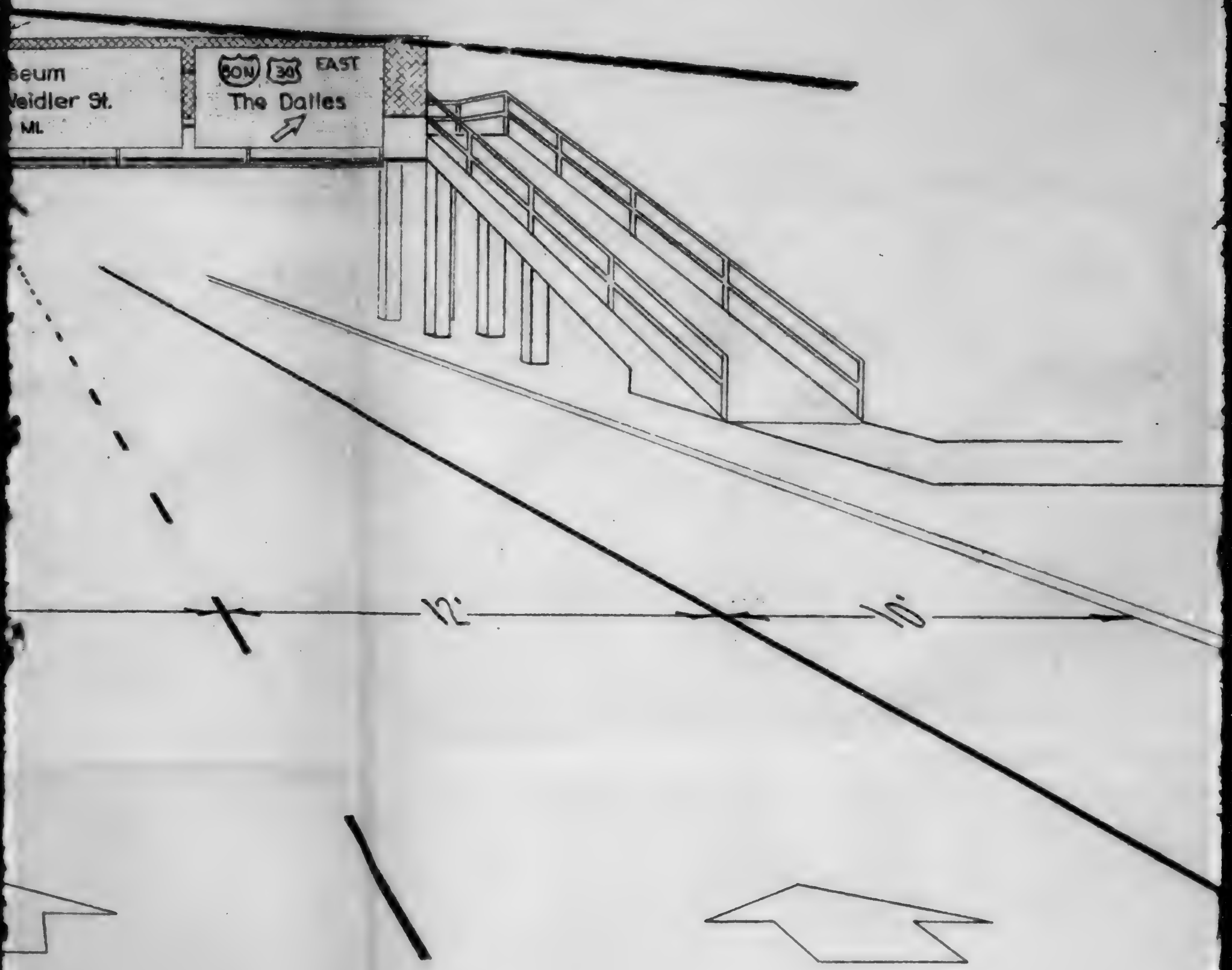
Coliseum
Bdwy.-Weidler
EXIT 1 MI.

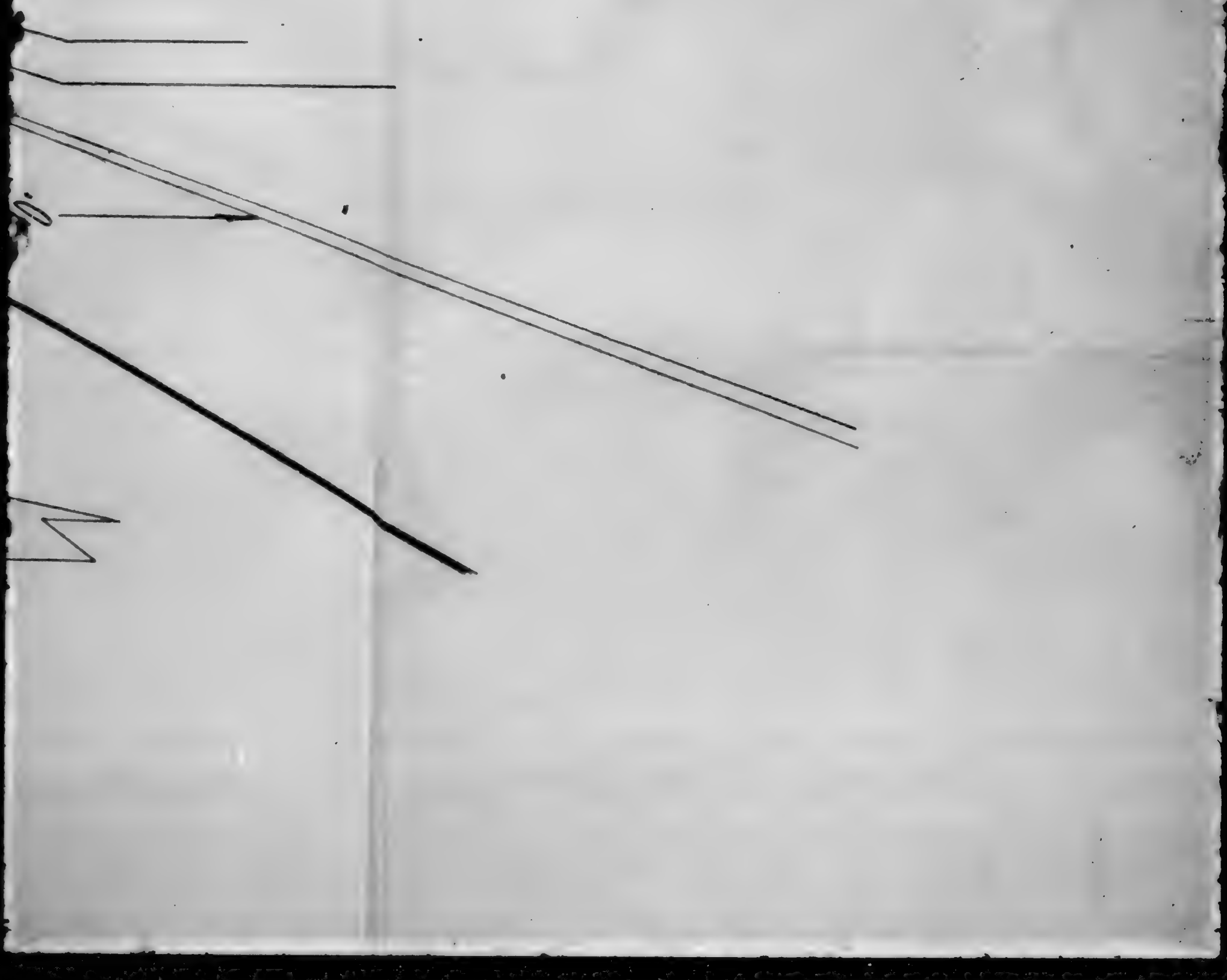
12'

12'

350

BOTTOM OF "C" LINE STRUCTURE





RECEIVED
MAR 12 1965
FOR FILING

J-5-6 (41) 301

6576

February 26, 1965

Mr. A. W. Persons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Persons:

We have been requested by the City of Portland to explore to what extent Federal funds might be available for expanding the esplanade area along the east bank of the Willamette River on Interstate Route 5 in Portland. Specifically, can Federal funds participate in:

(1) Additional landscaping and beautification;

(2) Enlarging the area to provide for a wayside park;

(3) A complete park development that would be in the nature of a recreational area rather than strictly a roadside area.

I know these questions are not too definite but I would be glad to discuss the problem with you if you feel I could supply further clarification.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Lloyd Shaw
Mr. Victor D. Wolfe

OFFICE OF THE MAYOR
DEPARTMENT OF
PUBLIC SAFETY

TERRY D. SCHRUNK
MAYOR

CITY OF PORTLAND
OREGON

February 19, 1965

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Cooper:

On February 17, 1965, in accordance with your request, Mr. Porter of your staff, called me to convey your message from Washington, D. C., of your discussion on pedestrian access to the East Bank Esplanade with Mr. Whitton of the Federal Bureau of Roads. Mr. Porter had attempted to contact me on the 16th and left word for me to call, but unfortunately, I did not get out of a meeting before the switchboard at the State Office Building closed.

I do appreciate the message conveyed by Mr. Porter, and I am happy that your office is moving forward to resubmit a proposal to the Federal Bureau of Roads on such pedestrian access. I am aware that you had previously submitted such a recommendation on this same subject, and that Mr. Baird French had recommended adversely on this matter. This, of course, was before the President's message on this matter in his State of the Union message and his subsequent Implementation Message of January 21, 1965 to the Secretary of Commerce. I am at a loss, and I expect you are also, as to what happened to your previous recommendation, since I do know that the Federal Bureau of Roads did receive it, as I personally discussed the matter at length with Mr. Baird French, Regional Engineer.

I know that you have copies of our Planning and Art Commission's recommendations as to the placement of such pedestrian access. One of the proposals suggested the possibility of a tunnel underneath the freeway at an approximately designated location. It is the feeling of our Bureau of Police, in which I concur, that such underground pedestrian ways frequently cause a police problem, and also constitutes a problem sometimes of keeping it in a sanitary condition. I would hope in the design that your engineers would consider an overhead pedestrian way designed with ramps so it could be utilized by wheel chairs, baby buggies, and other such vehicles. I have observed some very attractive designs that appear to be quite inexpensive across various freeways. There is a possibility of also dropping a pedestrian stairway in the southerly part of the Esplanade from the Burnside Bridge, which should be explored, as suggested in the Planning Commission's rough sketch of the East Bank Esplanade.

Porter - Is there money for such projects on the East Bank Esplanade? C

Rest assured that our Planning Commission and Art Commission, as well as myself, stand ready to assist and/or consult with your people on this matter at any time.

Attached hereto, for your information, find copies of Mr. Whitton's letter in reply to my letter of February 8, 1965, a copy of which was furnished to you, together with a copy of Senator Morse's letter on this same subject, and a copy of Mr. Whitton's letter to Senator Morse.

In light of the President's message to the Secretary of Commerce of January 21, 1965, and Mr. Whitton's letter of implementation of January 25, 1965, on the preservation of scenic views and the development of roadside park areas, and following up on our recent conversation with you and all three of the members of the Oregon State Highway Commission, I respectfully request that the Highway Commission and your staff review the possibility of recommending to the Federal Bureau of Roads a complete development project of the East Bank Esplanade. It is my understanding, as conveyed to you and the Commission verbally, under this new program there is 100% federal financing over and above authorized highway construction and landscaping available for such projects. I am certain that such a development as the East Bank Esplanade would preserve and enhance the beautiful river view and is exactly the thing the President is talking about. Since we have gone so far on this matter and have tremendous community support of this development, it is entirely possible that through the efforts of the Oregon State Highway Commission, we could develop this vista that would in fact be one of the show places of the Federal Interstate Highway program. The City government and its various staffs stand ready to work with your staff in any such development.

Again, thanks for the good news from Washington, and your continued interest in this matter.

Yours truly,

Terry D. Schrunk

MAYOR

TDS.y

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
FEB 23 1965

FOR FILE
F-5-6 (11) Sch
71

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1965

SUBJECT:

To: MEMO TO FILE

On this date I discussed with Mayor Schrunk the matter of a pedestrian overpass to the esplanade near the Morrison Street Bridge. I told the Mayor that we had made an application to the Bureau of Public Roads for such construction and that the Bureau replied that while it had no objection to the walkway, it would not participate in the cost thereof.

I further told the Mayor that we would make another application immediately and that we had assurances now the BPR would look with favor on the project.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw - Please reactivate our application immediately.
Mr. Victor D. Wolfe

NOTED
R L PORTER

February 16, 1965

Honorable Terry D. Schrunk
Mayor of Portland
Portland, Oregon

Dear Mayor Schrunk:

I have your letter of February 28 in further regard to the conference that we had here in my office concerning the problem of pedestrian access to the East Bank Esplanade along the Willamette River in Portland.

While it is true that I was favorably impressed with your project, no authorization has gone to the Oregon State Highway Commission because we have had no recommendation in this office from that Commission as yet. As you know, it is the policy of our Bureau to require that all projects be initiated by the State, so also in this case we are awaiting their proposal.

I assure you that the Bureau of Public Roads will be most energetic in carrying out the President's highway beautification program.

Sincerely,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

cc: Mr. Forrest Cooper

RECEIVED
OFFICE OF THE MAYOR
CITY HALL
FEB 10 1965
FOR FILING

TERRY D. SCHRUNK
MAYOR

CITY OF PORTLAND
OREGON

February 8, 1965

NOTED
R. L PORTER

Mr. Rex M. Whitton
Federal Highway Administrator
Bureau of Public Roads
Matomic Building
1717 H Street
Washington, D. C.

Dear Mr. Whitton:

I appreciate very much your taking time from your busy schedule to see me on January 18, 1965, while I was in Washington. I appreciated also having the opportunity of talking with you and Mr. Turner, relative to the problem of pedestrian access to the East Bank Esplanade, between our East Bank Freeway and the Willamette River.

I trust that your office has authorized the Oregon State Highway Commission to move forward on the engineering of these pedestrian accesses.

As I indicated to you, I had discussed the matter of landscaping and the development and preservation of scenic attractions with various Mayors and members of Congress. Immediately upon my return to Portland, I received from Washington, D. C. a copy of the President's message to the Secretary of Commerce supplementing his remarks in his State of the Union Message on this same subject, as well as a copy of your memorandum on the same subject under date of January 25, 1965. Certainly, as I read these two memorandums, it would appear that both of them deal directly with the subject matter of such matters as the East Bank Esplanade. In view of your memorandums and the increased emphasis, I am requesting the Oregon State Highway Commission to take another look at, not only the entire East Bank Esplanade proposal, but the landscaping of freeways now under construction in this city. I hope your Division Engineers will encourage not only our Highway Commission, but other Highway Commissions to become more active in this field. I have, since my return to Portland, informally discussed this matter with the three members of our Highway Commission and their Chief Engineer.

I am confident from the spirit of your memorandum of January 25 following the President's memorandum of January 21, that there are some great opportunities in urban areas across America to lessen the tremendous impact on cities of the freeway programs and in fact enhance and make more liveable our urban areas.

Again, I appreciate very much all the time you gave me to discuss this matter on January 18.

Best regards!

COPY

Yours truly,

Terry D. Schrunk

MAYOR

TDS.v

RECEIVED

FOR FILING

I-5(4)(1)-5E1
6576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 6, 1965

SUBJECT: Eastbank Esplanade

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

As I reported to you by phone this morning, the Portland City Council did take action on the esplanade report dated July 17, 1963 and prepared by the Portland Planning Commission. A copy of the minutes setting forth this action is enclosed.

I am having several slides of the esplanade area taken during the flood enlarged and will forward them to you tomorrow afternoon. I am also having pictures taken of the condition of the esplanade now, after the flooding has receded, and will send those to you also as soon as I am able to get them.

F. B. Klaboe
Metropolitan Engineer

FBK:sh

Enclosure

cc Mr. F. D. Morgan (w/enc.)

POSTED
LLOYD P. SHAW

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON, WAS HELD THIS 17th day of July, 1963, at 9:30 A.M.

* * * *

HEARINGS

2420 Report of Commissioner of Finance on report of "Special Committee" established to study the development of the East Bank Freeway Landscaping. (C.C. No. 228

The Council Clerk read the above report, as set out under C.C. No. 2283.

COMMISSIONER BOWES:
Mr. President, this is a very interesting report, but I would like to know where we hope to get $424.000.

COMMISSIONER BEAN:
Mr. Commissioner, that's the reason the report that I submitted to the Council reads as it does.

COMMISSIONER BOWES:
If we adopt this report, are we committing ourselves to this type of an expense over a period of years?

COMMISSIONER BEAN:
No. The report states, "and to be carried out as funds become available." If there are no funds available, it cannot be done, but it is a master plan proposition to give some control of the finished design. We would like to have this studied by a special committee and further studied by the A.I.A., and submitted as a master plan only.

COMMISSIONER BOWES:
I will vote for the adoption of the report if that is the understanding, when and if money becomes available.

COMMISSIONER BEAN:
That is what my report says, and that is what you are adopting.

COMMISSIONER EARL:
I think economics will take care of that, Commissioner.

The roll being called on the adoption of the above report resulted in Yeas, Commissioners Bean, Bowes, Earl, and Grayson, 4; whereupon the report was adopted, and the report of the Special Committee adopted, as a master plan to be carried out as funds become available.

East Bank Hiway File #2
Portland
26-30-6

County _____ &/or City Portland

Highway East Bank

Section N. Russell - SW Curry (Esplanade)

Unit N Page - SE Main St.

Type of Project Pedestrian O'xing (vicinity Morrison Br.)

Commission Authorized Project _____

Up for Bid _____

Action Required

Offer Hearing _____

Agreement Supplemental to 4/6/59, 5/19/59, & 8/16/60 agreement.

Collect Advance Deposit _____

Other _____

Date	Status
8-6-64	Cooper to Porter: Start negotiations for pedestrian O'xing. (Assigned to Shaw by Porter & ~~Cox~~
8-11-64	to Cox by Shaw) Olson preparing data for Cox to present to BPR.
9-2-64	To Cox from Shaw: "... City still doesn't favor using existing stairways on Morrison Bridge approaches, although these could be extended to ground level at minor cost." Is - ask City if they will coop 50-50 on pedestrian overcrossing City now proposes.
9-29-64	Memo, DNN: Tried to contact Fowler 9-22-64 with no success. Tel Dec on 9/29 says BPR won't participate but ok for State & City to work out something. Dec suggests again d/t City to ~~ok~~ extending existing stairway at about $3000. If no go ask City to put in $45,000 on est $75,000 cost of overcrossing, maybe combined with a sign br 2 cc.
10-9-64	Don to Shaw: Contacted Fowler 10/8/64. He is to discuss ~~this~~ with City after Oct 19 & will report outcome. (memo refers to Oct 6 letter from Shaw to Porter)
11-25-64	Copy of letter from Mayor Schrunk to Comm Bowes about preparing data to present to BPR's Whidden & to Maurice Weinberger, Wayne Morse & Edith Green to get BPR assistance on pedestrian overcross.

Over → Memo from Shaw asks to check our agr's re street closures.

E. Bank Hwy Fwy [illegible]
[illegible] SE Curry (1 block)
Pass - SE Main and

FORM P-80 5000 12-60 04070

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1964

SUBJECT: Pedestrian Overcrossing
East Bank Freeway
Portland

To: Mr. H. S. Cox
County and City Engineer

NOTED
DON HARWELL

Please contact the City of Portland in regard to its request for a pedestrian overcrossing of the East Bank Freeway in the general vicinity of the Morrison Street Bridge.

It is my understanding that the City still does not favor use of the existing stairways on the Morrison Bridge approaches, although these could be extended to the ground level at a rather minor cost. Perhaps the City would be willing to participate on a 50 - 50 basis in the cost of the pedestrian overcrossing it now proposes.

existing
#3,000

Please keep me advised.

Lloyd P. Shaw
Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

9-3-64 3:30 PM
Talked to Fowler

RECEIVED
SEP 3 1964
ENGINEER
COUNTY & CITY DIVISION

Estimate
75,000

45,000 City
earmarked

East Bank Hdway File #2
Portland
26-30-8

County _____ &/or City Portland

Highway East Bank

Section N. Russell - SW Curry (Esplanade)

Unit N Page - SE Main St.

Type of Project Pedestrian O'xing (vicinity Morrison Br.)

Commission Authorized Project _____

Up for Bid _____

Action Required

Offer Hearing _____

Agreement Supplemental to 4/6/59, 5/19/59, & 8/16/60 agreement.

Collect Advance Deposit _____

Other _____

Date	Status
8-6-64	Cooper to Porter: Start negotiations for pedestrian O'xing. (Assigned to Shaw by Porter & ~~Cox~~
8-11-64	to Cox by Shaw) Olson preparing data for Cox to present to BPR.
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10-9-64	Don to Shaw: Contacted Fowler 10/8/64. He is to discuss ~~about~~ with City after Oct 19 & will report outcome. (Memo refers to Oct 6 letter from Shaw to Porter)
11-25-64	Copy of letter from Mayor Schunk to Comm Bowen about preparing data to present to BPR's Whidden & to Messrs Hemberger, Wayne Morse & Edith Green to get BPR assistance on pedestrian accessway.

Over → Memo from Shaw also to check our agre's re street closures.

12-2-64: Harwell contacted by Shaw to prepare map showing street closure - taken to Shaw with letter of Schrunk to Bowes

E. Bank Highway Fwy - 2
11th - SE Belmont (E. Approach)
Hwy - SE Main ...

FORM 7-30 6000 10-62 SHOP

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1964

To: Mr. H. S. Cox
County and City Engineer

SUBJECT: Pedestrian Overcrossing
East Bank Freeway
Portland

L

NOTED
DON HARWELL

Please contact the City of Portland in regard to its request for a pedestrian overcrossing of the East Bank Freeway in the general vicinity of the Morrison Street Bridge.

existing
+3,000

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Please keep me advised.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

9-3-64 3:30 PM
Talked to Fowler

RECEIVED
SEP 3 1964
ENGINEER
COUNTY & CITY DIVISION

Estimate
75,000

45,000 City
earmarked

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

MEMO TO FILES
11/8/61

MORRISON BRIDGE INTERCHANGE (Stairways)
[redacted] Multnomah County, East Bank Freeway

On Monday, November 6, I met with Lloyd Shaw, A. V. Benedict, and Al Rear in the Portland Metropolitan office to discuss stairways to be constructed in connection with the Morrison Bridge Interchange. There are stairways to be constructed from the main bridge under a ramp and back up to the main deck at 3 locations. The reason this came up was a phone call on November 3 from Jay Boyd, Metropolitan Office Engineer, as to who was to maintain these stairways. As they don't show on the plans, I went to Portland to find out what it was all about. After quite a lengthy discussion we decided the stairways were a part of the main bridge and should be maintained by the county.

Shaw said he would get us a map so that a supplemental agreement with Multnomah County can be prepared.

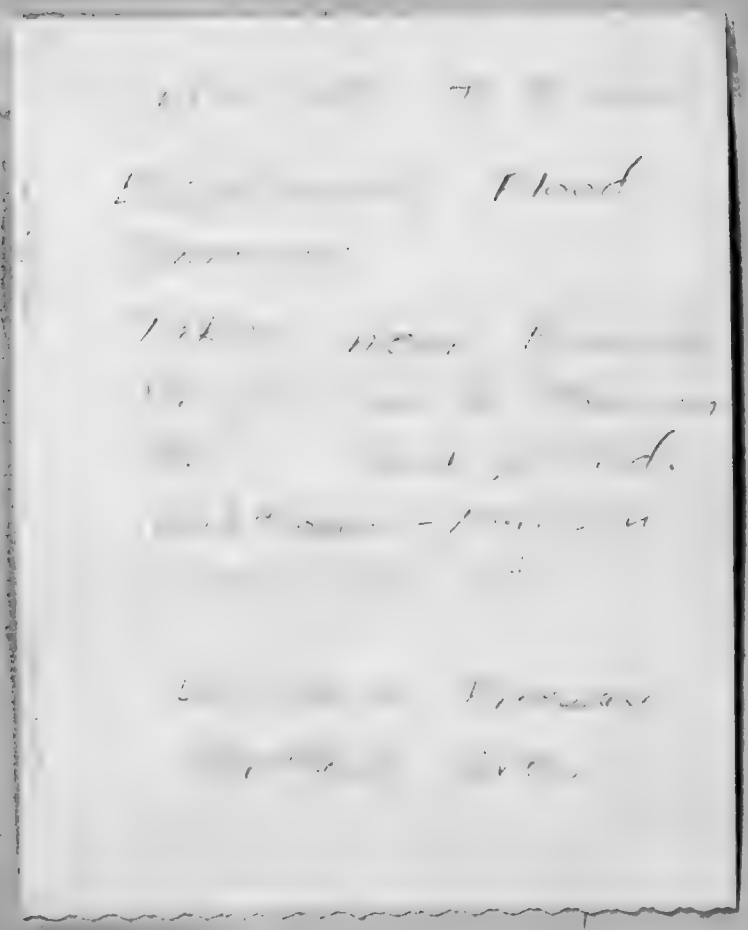
Original agree. of March 10-59

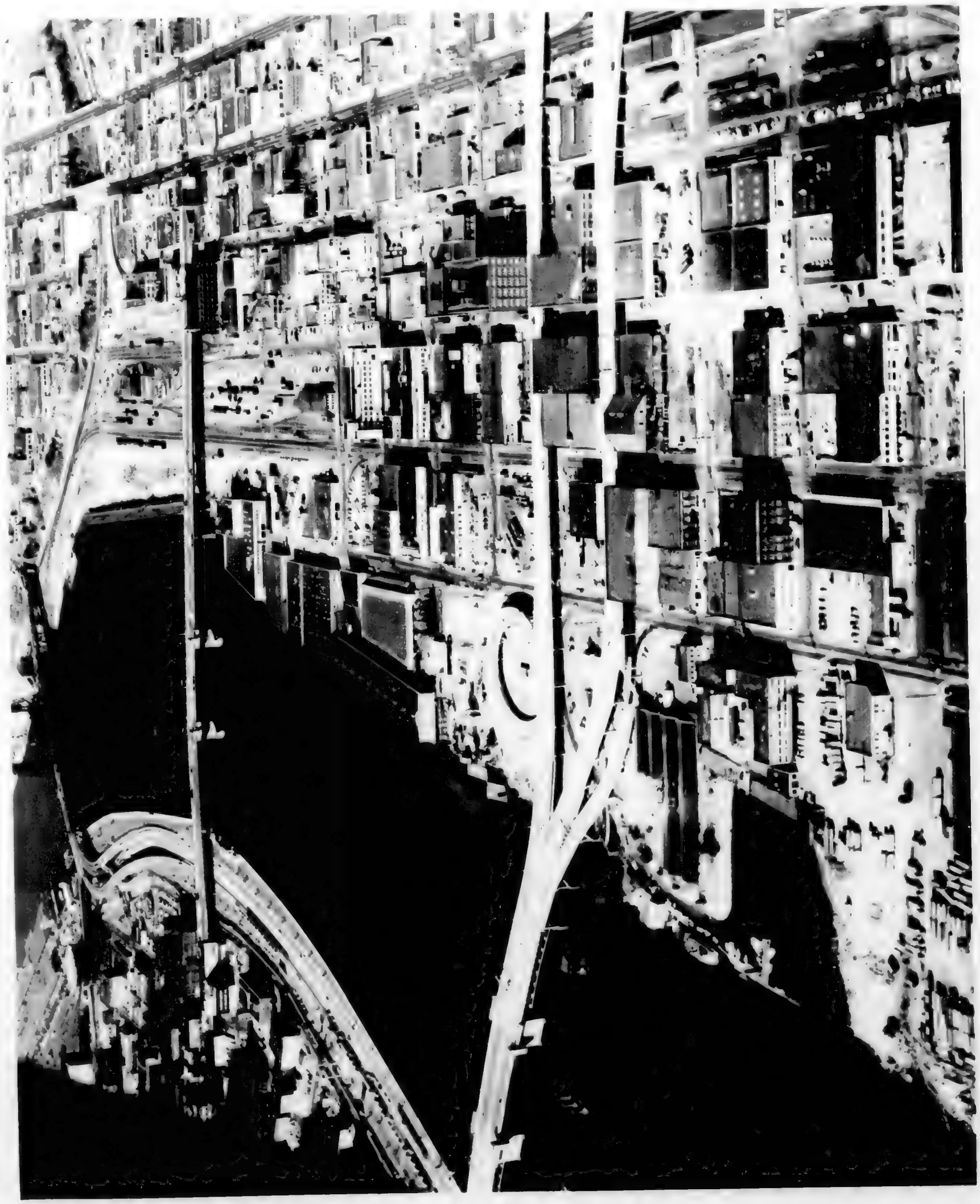
John D. Graham
C&CR Office Engineer

JDG:mm

See Portland for parking restrictions in connection with bridge ramp at intersection of ramp with Yamhill & Water Streets
(Letters: Aug & Sept, 1960)

Taken from
Burnside Bridge with
Harrison Pk. in Background
East Bank - Harrison Conn.
with Lt. (of Ship)





Oregon State Highway Dept.
TRAVEL DIVISION
AERIAL VIEW
60-3
DATE FLOWN AUG 13 1958
PHOTOGRAPHER

Co. 26

FORM E-123X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

CONSTRUCTION DIVISION
NOV 12 1963
NOTED

November 8, 1963

Mr. G. J. Lindstedt
Chief of Operations
CITY OF PORTLAND
City Hall
Portland, Oregon 97204

RE: Eastbank Esplanade

Dear Mr. Lindstedt:

Mr. Keefe's report to Commissioner Bean on the Esplanade meetings held on September 27 and October 30, 1963 is not entirely correct. Enumerated below is my version of several of the items covered in this letter.

1. We did find a difference of $.50 per square foot for paving on columns. However, it was also pointed out that our figure was based on minimum pedestrian loading (85 pounds per square foot live load) and short piling length (50 feet). If these loadings were to be increased by landscaping or a decorative treatment or if future investigation proves that the pile lengths should be increased, our estimated figure would increase considerably.

2. We did find a large error in your report for the amount of rock and earth fill that would be required near the Burnside Bridge. In terms of money, this error did amount to about $270,000.00 and we did discuss the possibility of substituting paving on columns. However, we did not agree that the paving on columns could be done "for considerably less". We stated that it might be done for less depending upon investigation of foundation conditions and upon the design loading.

3. The Phase One estimate is listed correctly. However, the elimination of engineering and contingencies fees from the estimates could be misleading.

4. The estimate for the total project does not check our figures. Your estimate was $469,151.00 and ours for the same work was $770,493.00. Both figures do not include any allowances or any engineering and contingency fees.

As stated under Number 2, it might be possible to reduce our figure by the substitution of paving on columns for rock and earth fill.

5. I did submit cost estimates to Salem for their evaluation and a copy of these estimates is enclosed. As stated by Mr. Keefe, I called attention to the possibility of effecting cost reductions in fill areas. It was also pointed out to Mr. Keefe and to my colleagues that I had prepared this estimate using available field data, that I believed it was fairly accurate, but that to obtain a really accurate estimate would entail expenditure of considerable surveying funds which I was not authorized to do. Incidentally, survey and foundation investigation funds are also not included in this estimate. Mr. Keefe pointed out that the Esplanade design was a fluid thing, subject to alterations and/or reductions which tends to make any estimate at this time preliminary in nature.

6. Naturally, I cannot speak for the State Highway Commission and, therefore, the statement that both agencies are in agreement in principle that the plan is worthwhile may or may not be correct. I don't know how our commission feels. I personally have slight misgivings about the possibility of developing an attractive nuisance that would have to be screened from the highway which would also screen some of the west side from view of the motorist. I freely admit, however, that I know of no comparative situation lending support to this premise. Another thing that I am concerned about is the noise level that would be created by passing trucks. This again may be of no consequence. There is no doubt in my mind, however, that a development such as this along the Willamette is needed, and that the construction of the Eastbank Freeway has afforded an opportunity for the development.

7. Mr. Keefe emphasizes too strongly that we believe that cost differences are eliminated. Again, they might be brought closer together for the reasons stated under 2 above.

Very truly yours,

F. B. Klabee
Metropolitan Engineer

FBK:sb

cc Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. Mark Astrup

RECEIVED
DEC 14 1964
FOR FILING

OFFICE OF THE MAYOR
DEPARTMENT OF
PUBLIC SAFETY

TERRY D. SCHRUNK
MAYOR

CITY OF PORTLAND
OREGON

November 25, 1964

MEMORANDUM

FROM: Mayor Schrunk

TO: Commissioner Bowes

SUBJECT: Pedestrian Access to East Bank Esplanade

The Oregon State Highway Commission has recommended that the Regional Engineer of the Bureau of Public Roads construct such pedestrian overpasses or underpasses as necessary to utilize the East Bank Esplanade. Mr. Baird French, Regional Engineer has refused to concur in this recommendation. I have discussed this matter with Mr. French in person, and have not been able to change his mind, since it is his contention that no public access to the river was destroyed by the construction of the East Bank Esplanade.

Actually, of course, the East Bank Esplanade is practically useless unless we do have pedestrian access. There is adequate off-street parking under some of the adjacent ramps which would make it feasible for public use of this facility as it develops, should there be pedestrian access across the freeway. The Planning Commission had recommended certain pedestrian access in their East Bank Esplanade report.

It has been my hope and the hope of many others that we would not only be able to beautify this park-like strip along the river, but that we would possibly be able to have adjacent thereto a floating maritime museum and possibly other maritime exhibits which would generate considerable traffic. This parkway should be available for those on the east side of the river to utilize on good days for lunch or for the general public to use for sightseeing of the Willamette River.

It is my intention to direct a communication to the Federal Bureau of Roads, attention Mr. Whidden, requesting such pedestrian access to this property. I further intend to copy Senator Maurine Neuberger, Wayne Morse, and Congresswoman Edith Green on this matter.

NOTED
R. L. PORTER

Original To Cox
12-8-64

XERO COPY XERO COPY XERO COPY XERO COPY

I respectfully request that you have a member of your Engineering staff trace the history of access to this portion of the East Bank of the river from the days when the Stark Street Ferry landed in this area, on through the construction of the various docks, together with any vacation of streets which might have occurred since that time. I would like to know how many dedicated streets reached to the harbor line in this area at the time of the authorization of the construction of the East Bank Freeway.

I would further respectfully request that a member of your Planning Commission staff provide any additional information including sufficient copies of the East Bank Esplanade report to accompany such material and letters. Mr. Ivancie of my office will be happy to work with members of your Engineering staff and/or Planning Commission to put this material together in a form which will make a good, sound presentation to the Federal Bureau of Roads.

It is my present planning to be in Washington, D. C. approximately January 18 to attend a U.S. Conference of Mayors Executive Board meeting, and I would like to at that time if possible follow up with Mr. Whidden and others on this request in person.

Thank you for your attention to this matter.

Yours truly,

M A Y O R

TDS.m

XERO COPY XERO COPY XERO COPY XERO COPY

Marquam Br.-
N. Russell St.

EASTBANK

Agree. 4-10-59

Supp. Agree.
5-19-59
8-16-60

NOTED
DON HARWELL
OK

Marquam Br-
N. Russell St.

EASTBANK

RETURN TO COUNTY & CITY

A-2-10C

Willamette River

MARQUAM BRIDGE

Harbor line

River

E. Harbor Line

BRIDGE

S.E. FIRST AVE.

S.E. GRANT ST.

S.E. SECOND AVE.

S.E. SHERMAN ST.

S.E. SEVENTH AVE.
S.E. SIXTH AVE.
S.E. GRAND AVE.
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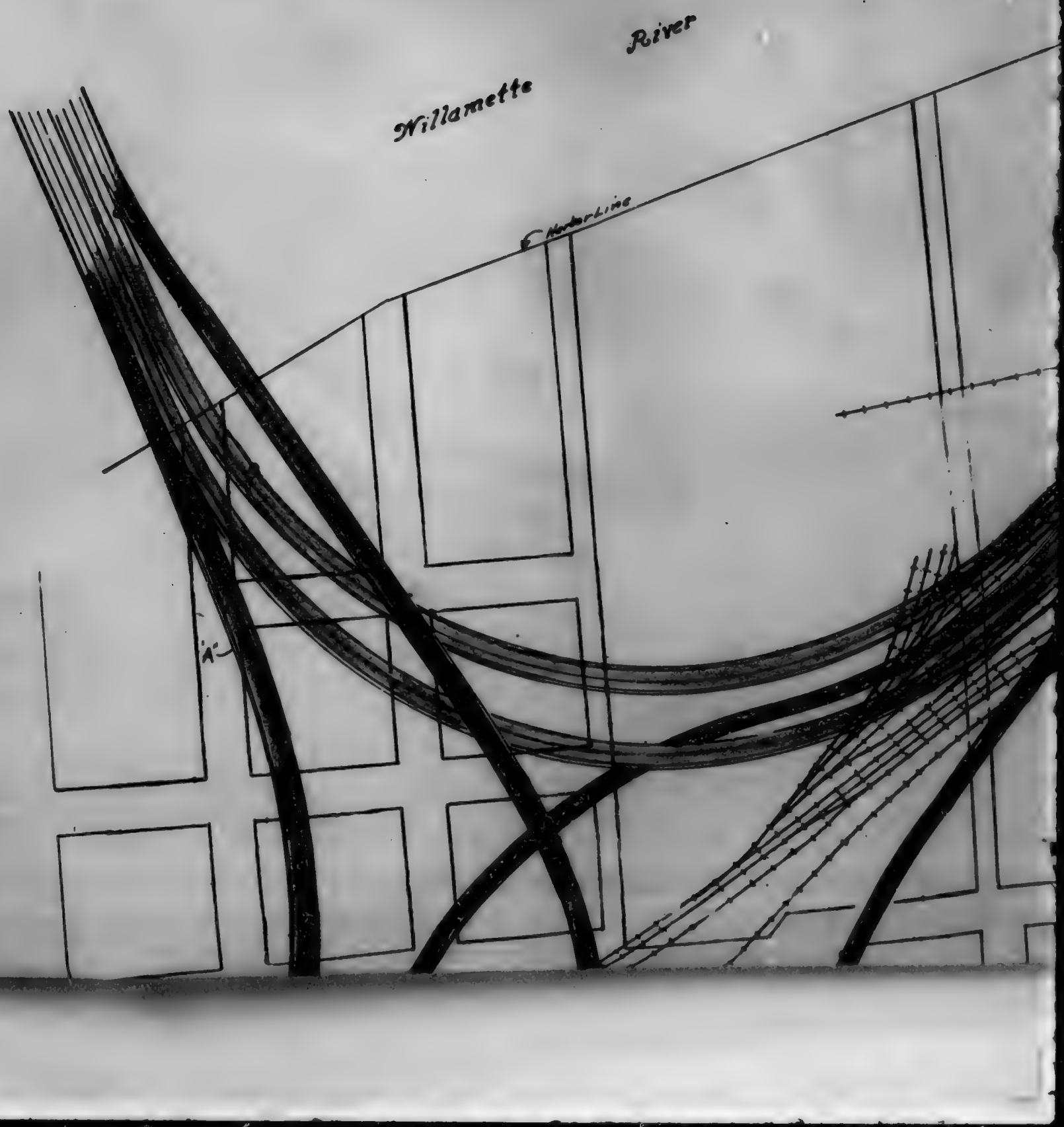
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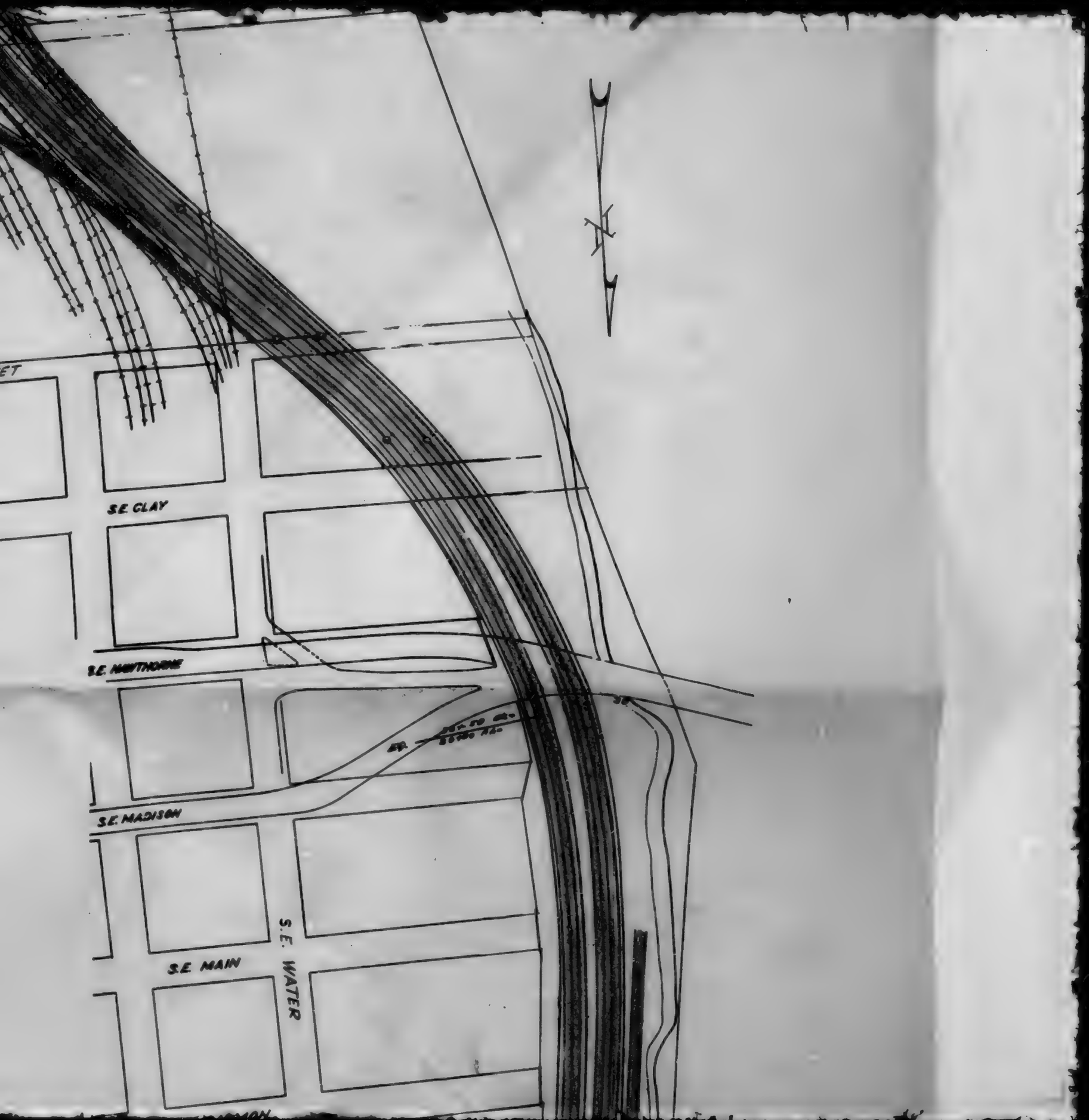
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S.E. HAWTHORNE
S.E. MADISON
S.E. MAIN
S.E. WATER

Sandhill St - S
Inc. Narrow Gr. Co.

Supp. Agree
8-16-60

Supp. Agree.
8-16-60

Supp. Agree
8-16-60

S.E. WASHINGTON

S.E. STARK

S.E. 1ST.

Supp. Agree.
5-19-59

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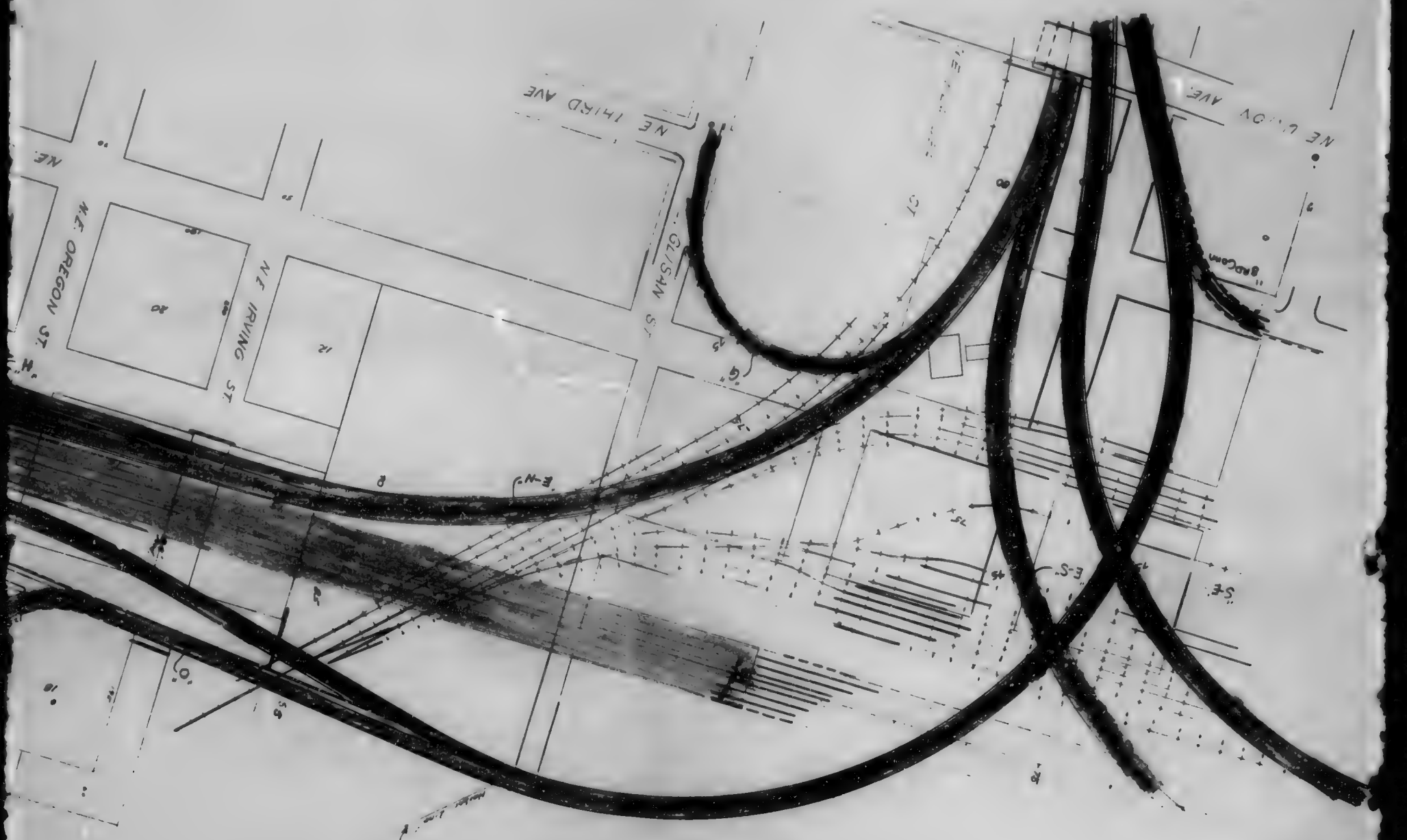
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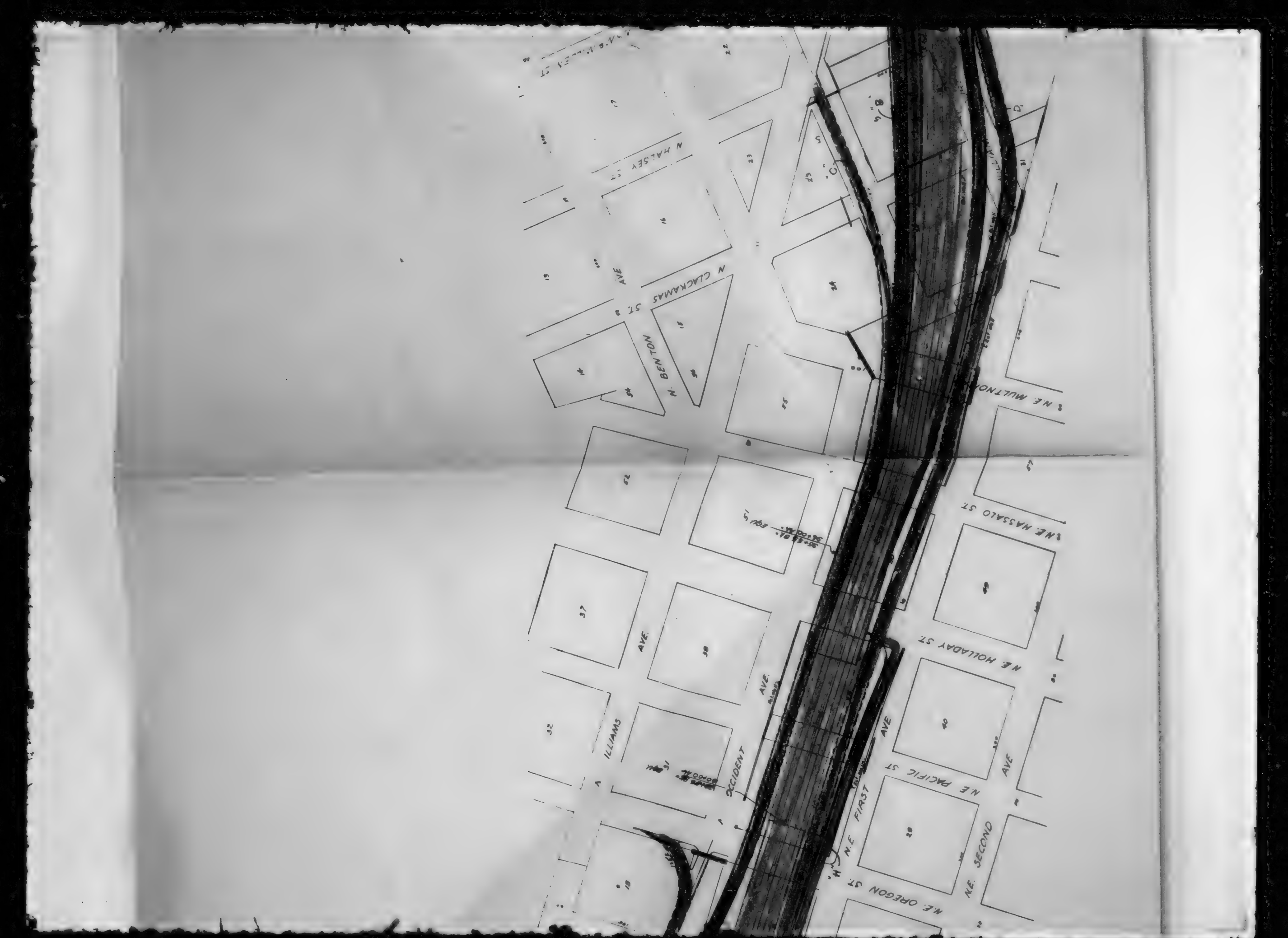
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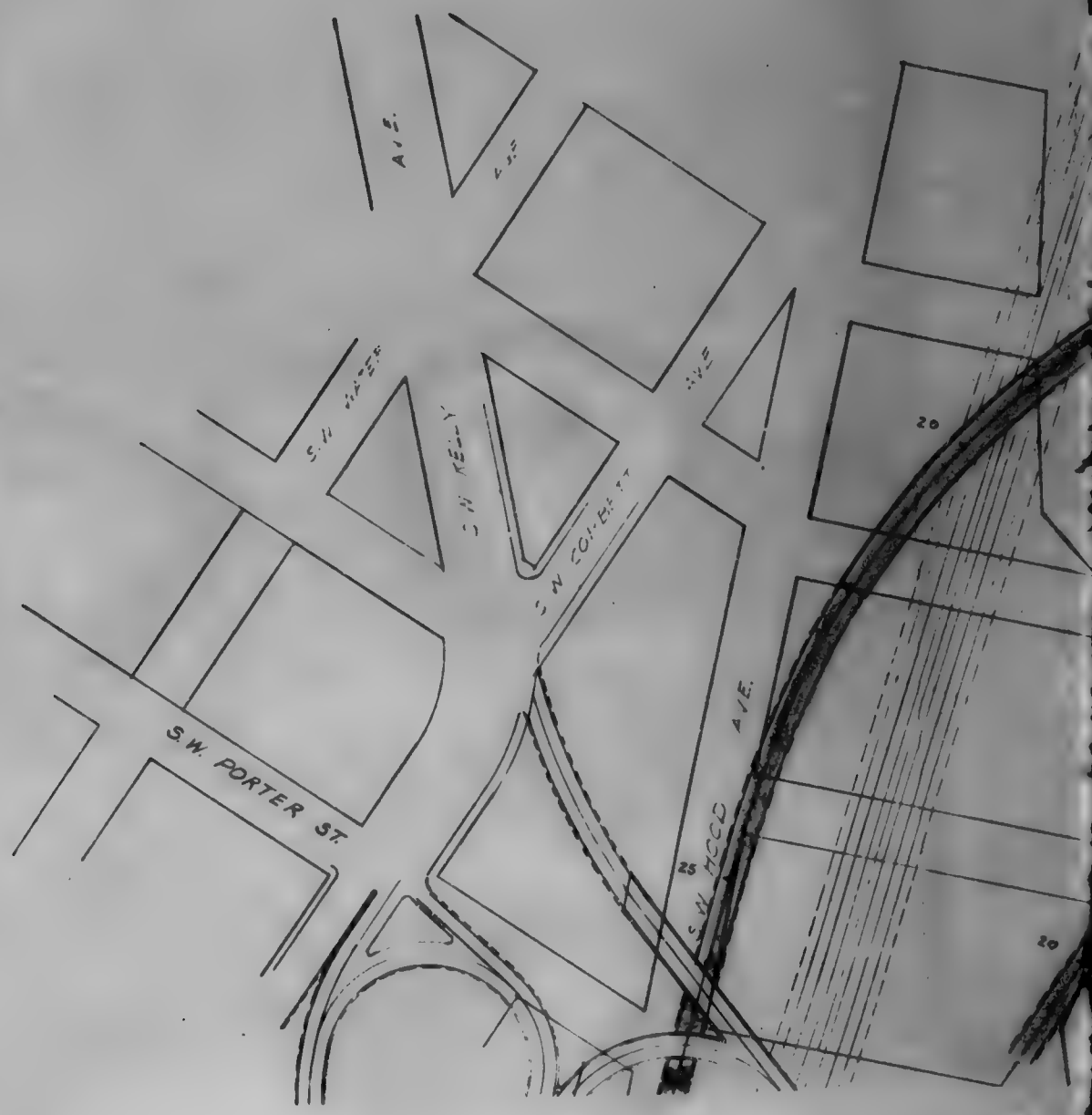

MARQUAM BR. —
N. Russell St.

EASTBANK

Agree. 4-10-59

Supp. Agree.
5-19-59
8-16-60

Willamette

MARQUAM

E Harbor Line

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C.C.

S.E. GRANT ST.

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S.E. SECOND AVE.

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Harbor Line

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Willamette River

Harbor Line

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SE CLAY

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SE MILL ST.

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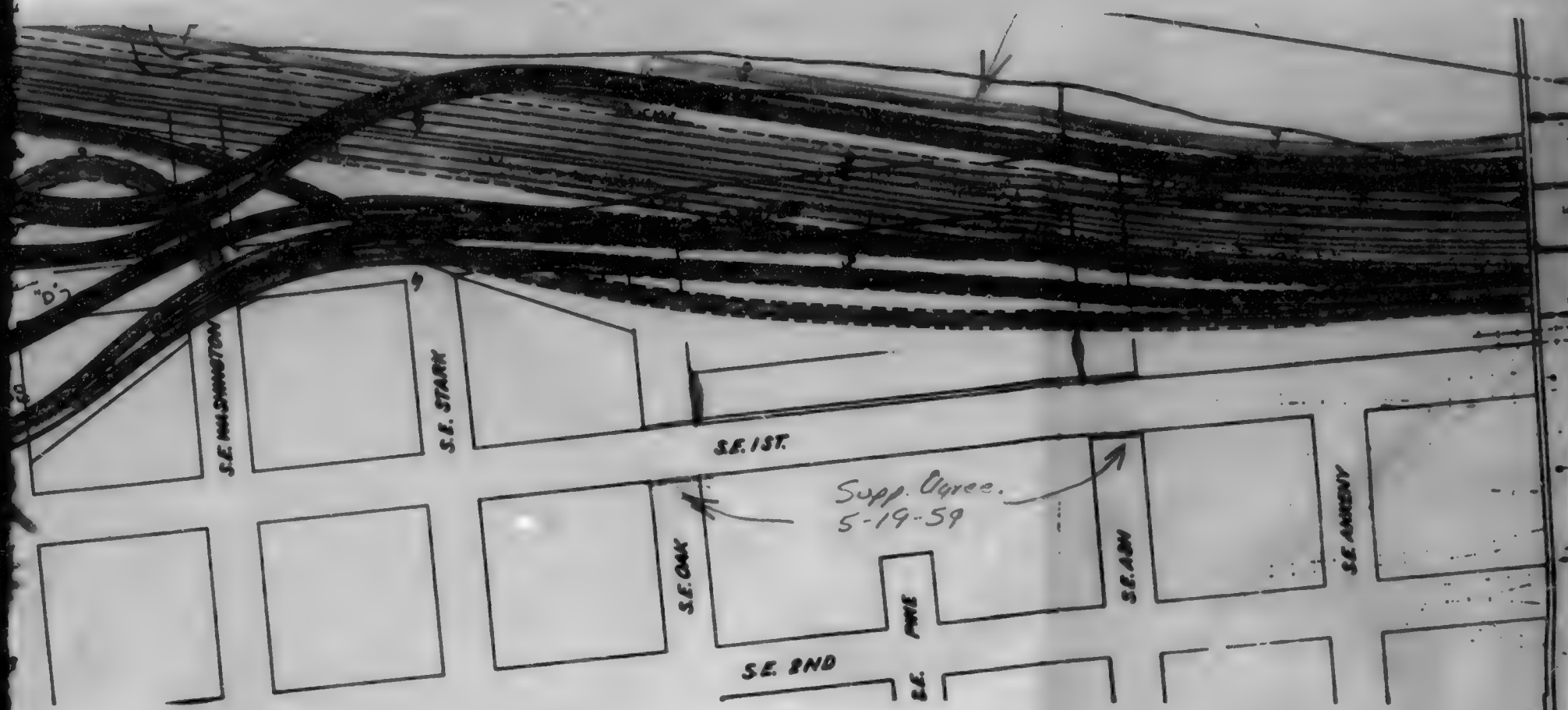
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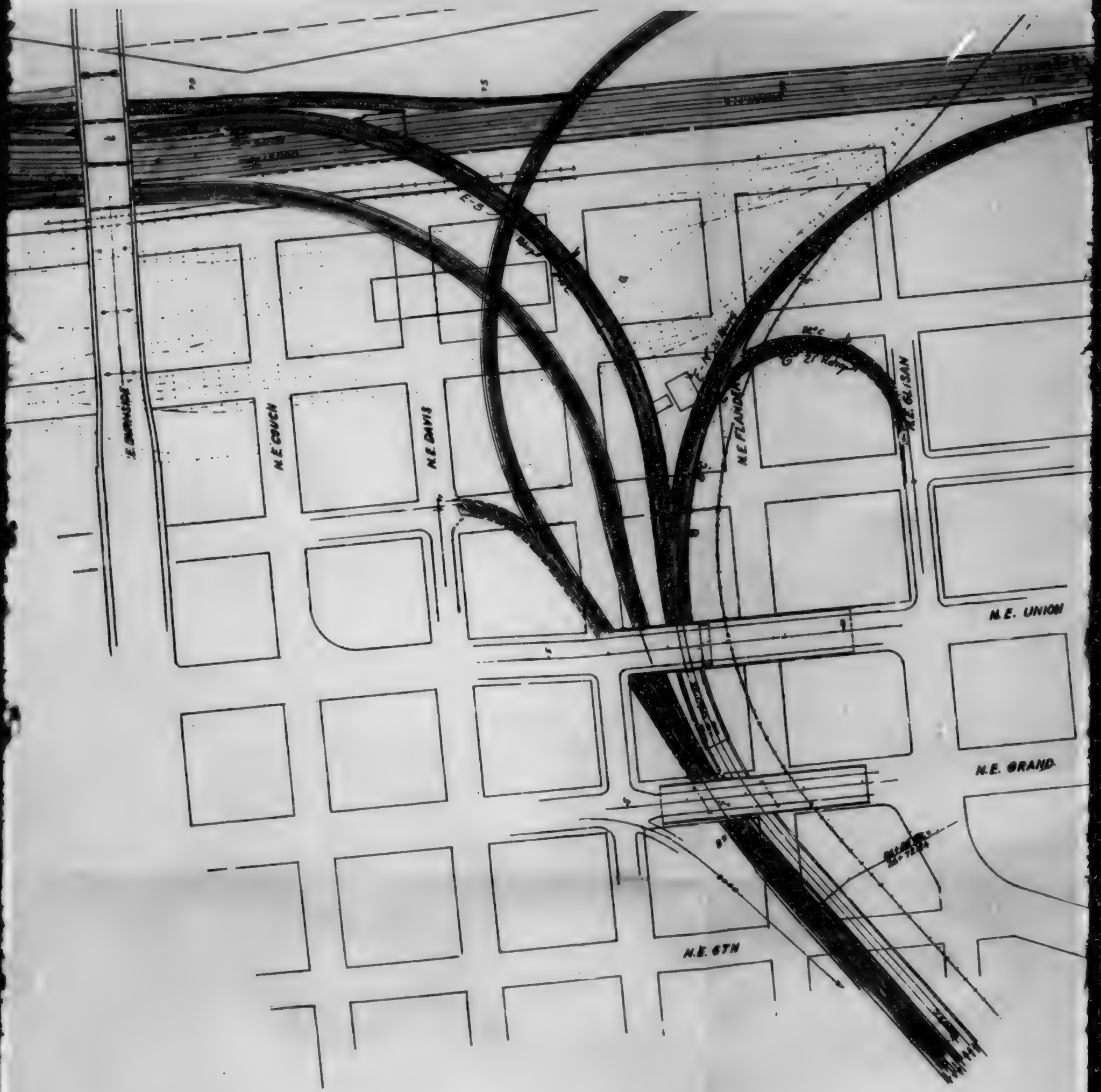
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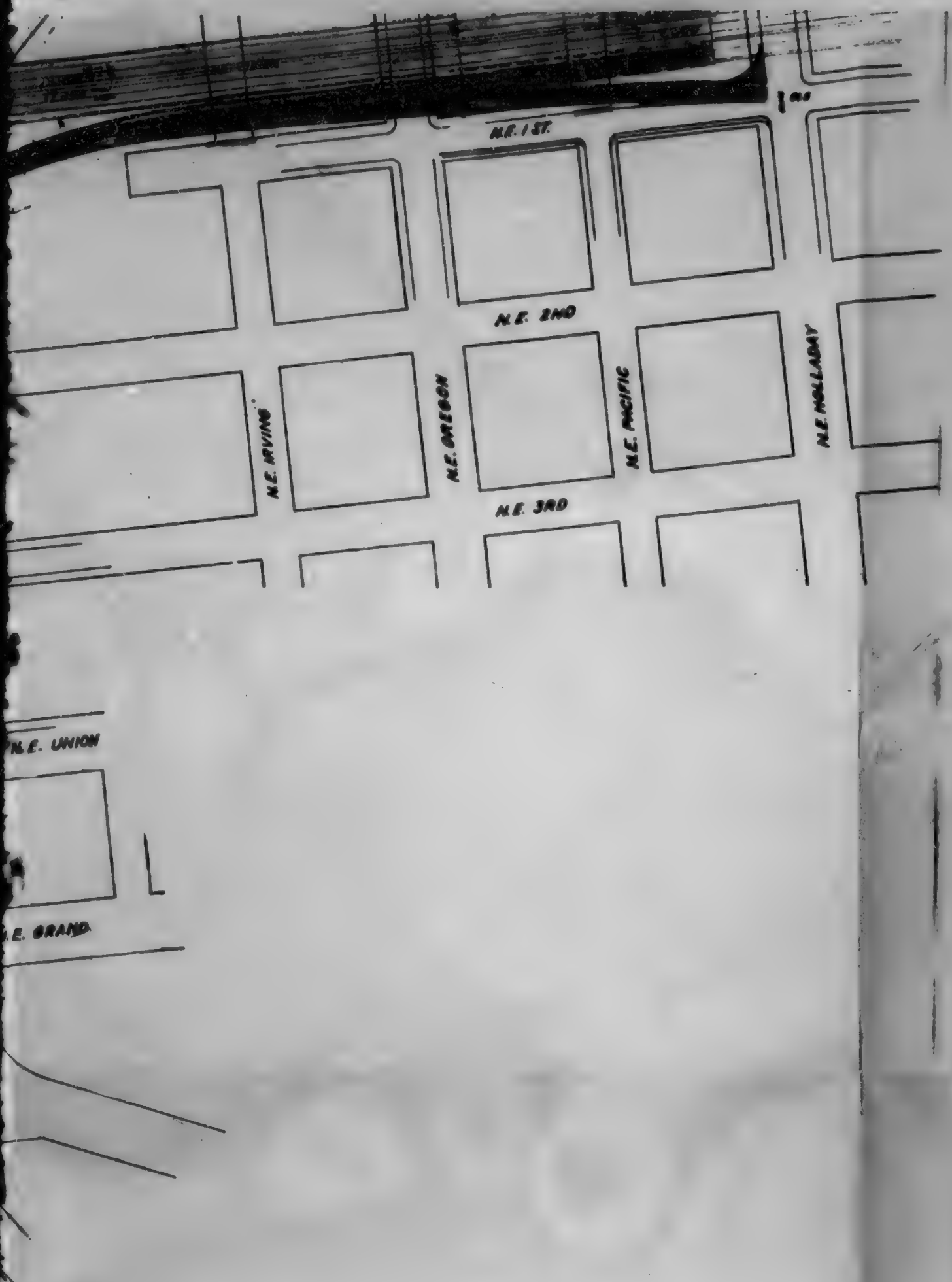
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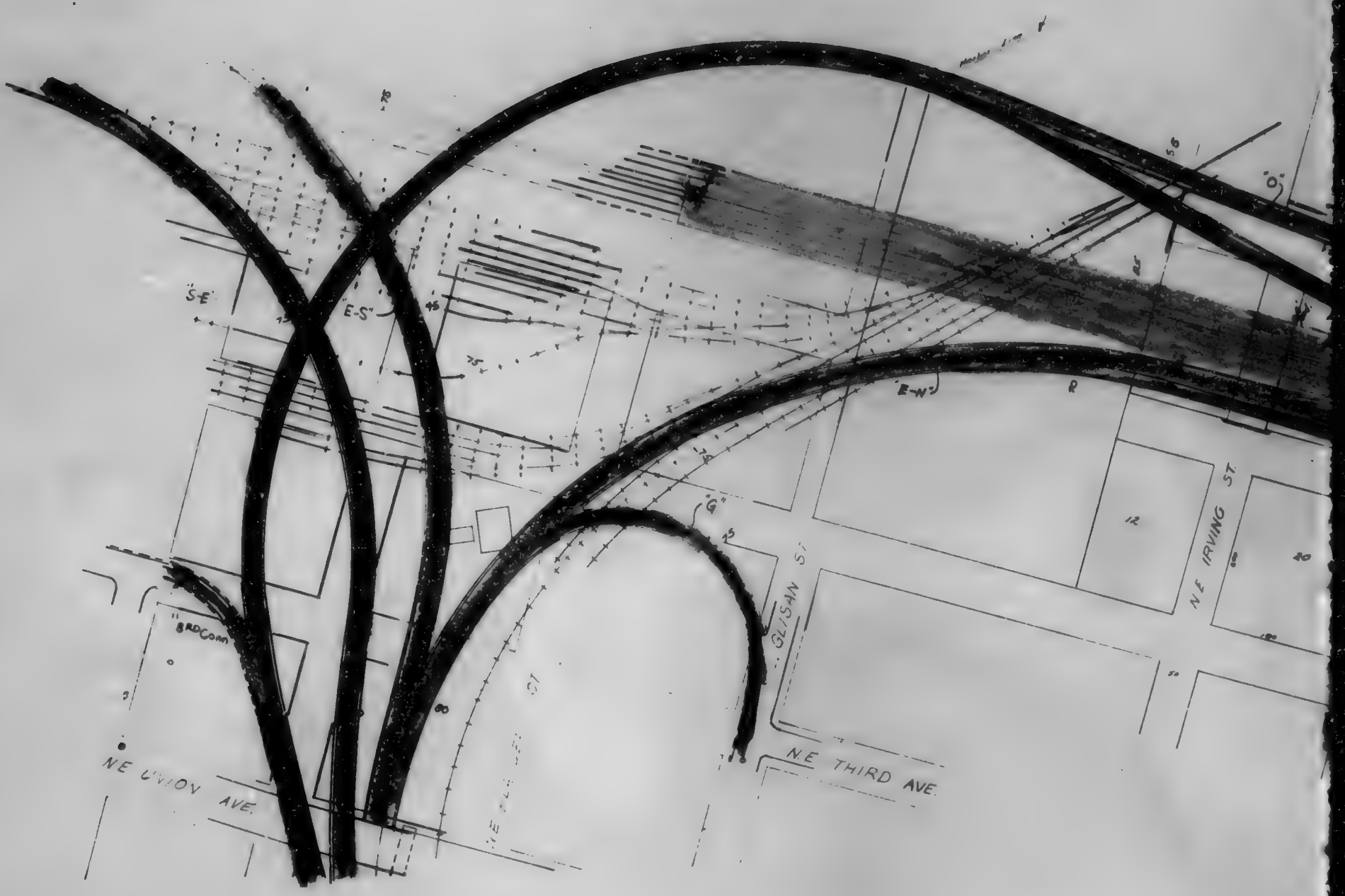
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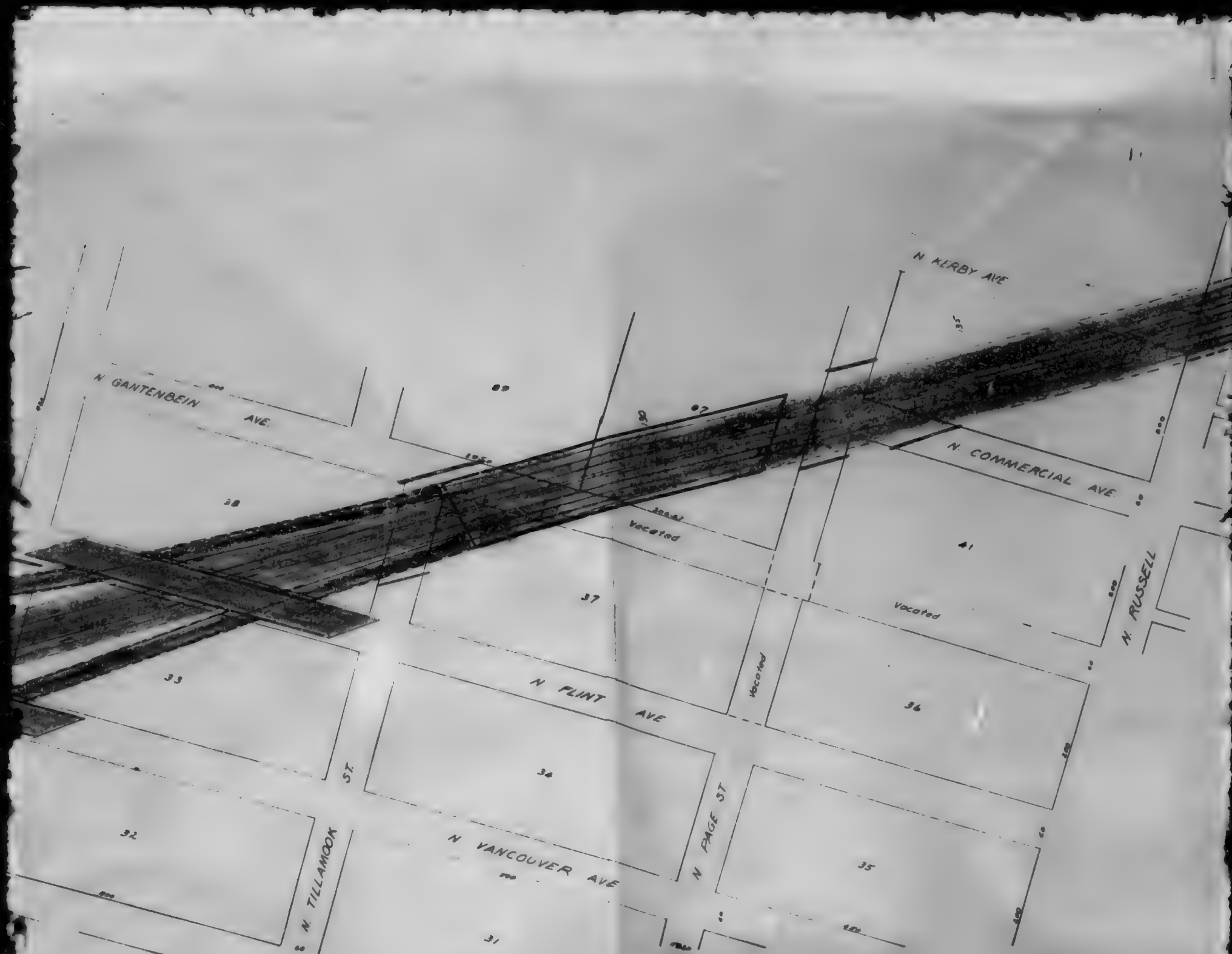
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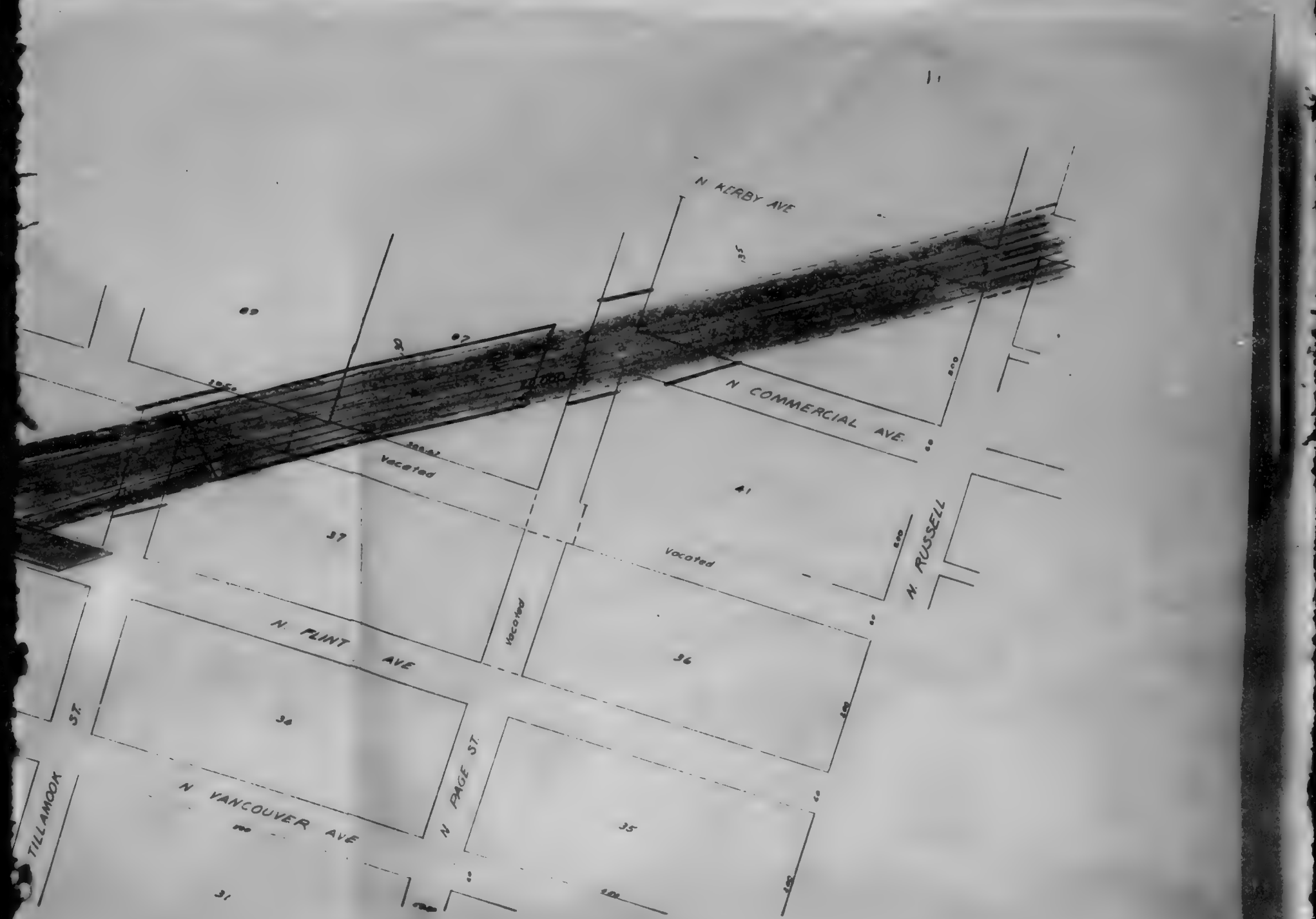
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I-5-6(41) E. Marquam Interch. Unit, 1966
301 Eastbank Freeway Sec., Pac.
#6576 Hwy. in Portland "ESPLANADE" #1

RECEIVED
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FOR FILING

I 5-6 (41) 201
15 71

October 14, 1964

Mr. Fred T. Fowler
Highway Coordinator
City Hall
Portland, Oregon

Dear Mr. Fowler:

Mr. Klaboe has requested that the design used in estimating the cost of a combination sign bridge-pedestrian viaduct structure for possible use at S. E. Alder and the East Bank Freeway be sent to you. The material available is a typical half-section showing relative position of signs and pedestrian walkway. The half-section is sent to you as an attachment to this letter.

As explained in my letter of October 6 the position of the structure, if it is to be used as a sign bridge, is quite closely restricted and would be at Station 420+35, approximately.

Particular note should be made of the proposal to enclose the pedestrian walkway in chain link fencing. This would result in a cage-like appearance and might meet with considerable disfavor. We feel that as a protective measure to pedestrians, the mesh is justified and as a protection to the sign installation from vandals, it is essential.

In my October 6 letter I mentioned the rejection of Interstate participation in the total cost of the overcrossing. A copy of the Bureau of Public Roads' communication of December 24, 1963, is attached for your further consideration. You will note there is a good possibility of securing the BPR Oregon Division's approval of the sign bridge fraction of the total construction. What resistance, if any, to this partial participation might arise at higher plateaus in the Federal structure of approval is unknown.

If further explanation of this matter is needed, we will provide any data available.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc William A. Bowes
Forrest Cooper
R. L. Porter
F. B. Klaboe

LPS:ajw
Attachments

Co. 26

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 24, 1963

By: East Bank

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

G. R. Brooks
District Engineer

Re:
Oregon Project I-5-6(-)302
Pedestrian Overcrossing
Esplanade Area, Morrison Bridge Interchange

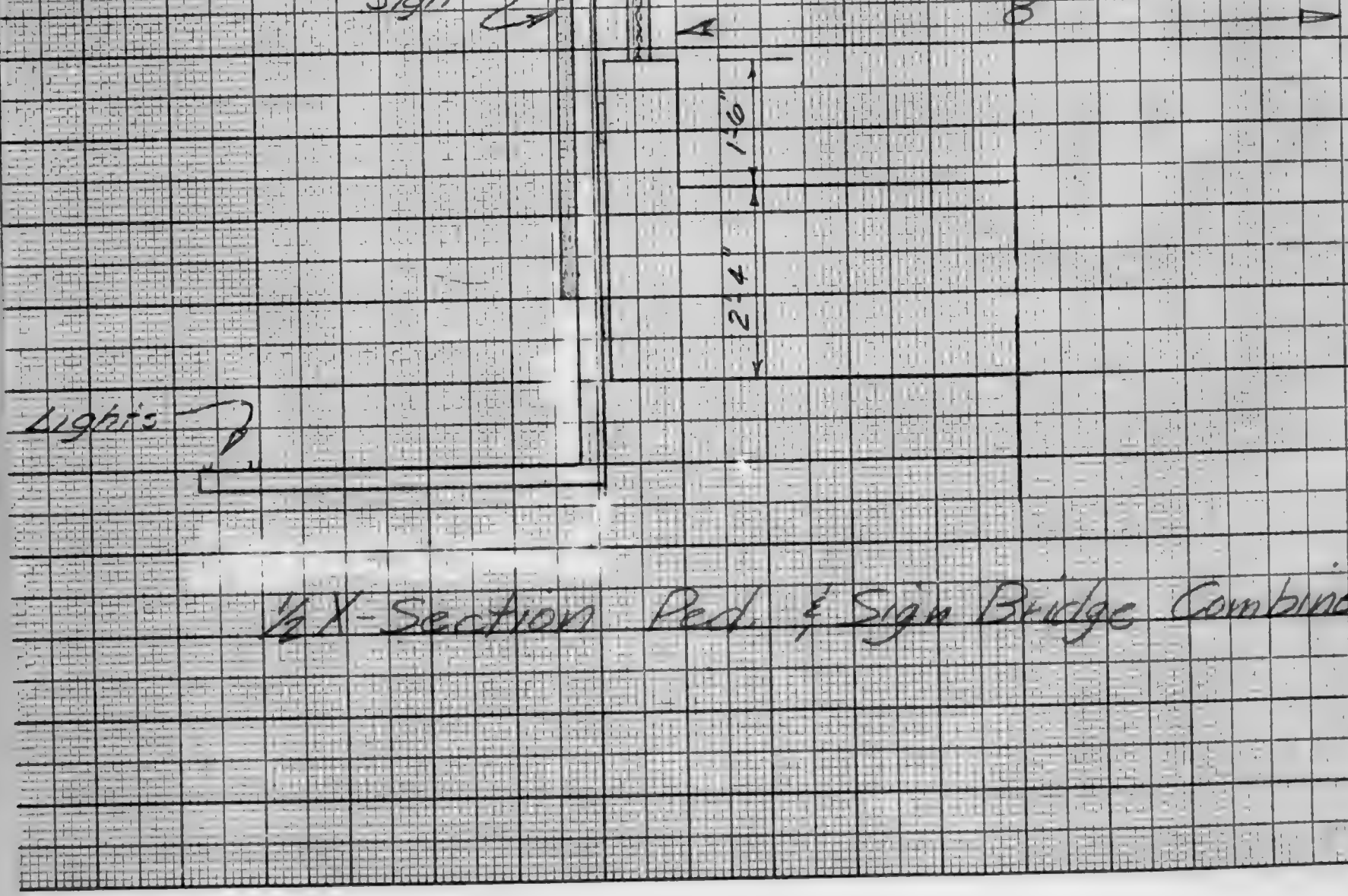
L. P. Shaw's letter
November 29, 1963

We have no objection to the construction of a pedestrian overcrossing structure in the proposed area. Your plans, however, appear not to give adequate consideration to sight distance or requirements for the ramp access from the north bound lane of the East Bank Freeway to the Banfield Interchange area (via "SE" Line). It is felt that your proposed heavy abutment and fence line for this pedestrian overcrossing structure would adversely affect the motorists departing from the East Bank Freeway, and it is felt that this obstruction could be moved back a sufficient distance to eliminate this problem. Construction of this structure prior to formalizing plans and scheduled completion of the development could result in an area where undesirable individuals congregate. It would appear desirable from a public opinion standpoint to proceed only when city plans are far enough advanced to insure such a facility.

The proposed dual use of this structure for signs is commendable. Federal-aid participation would be limited to the cost of the comparable sign structure in the area.

Another possible alternate to the construction of this separate pedestrian structure could be the utilization of the existing stair wells from S.E. Water Avenue up to the Morrison Bridge. The well under the "C" line structure onto the main Morrison Bridge lies only 12 feet above the proposed esplanade area, and it would be a very easy matter to construct a 12-foot deep stair well into the development area at a very nominal expense. This location would be closer to the center of the parking area and would facilitate all foot traffic over the freeway and also from the downtown area of Portland.

NOTE:
Install gate in chain link fence to allow access to sign for maintenance work.



½ X-Section Ped. & Sign Bridge Combined

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1964

To: Mr. L. P. Shaw
O F F I C E

SUBJECT: Pedestrian Overcrossing
East Bank Freeway
Portland

Regarding the above subject and referring to your letter to H. S. Cox of 9/2/64, I contacted Mr. Fred Fowler along with Mr. F. B. Klaboe on 9/3/64 and discussed informally this proposal. Mr. Fowler was quite vague at that time so the matter was dropped.

On September 29, 1964, via Memo to Files (cc's to Shaw and Klaboe), the above was outlined and also the approach that might be taken regarding State-City cooperation.

On October 6, 1964, your letter to Fowler requested him to take this matter up with the City Commission.

On October 8, I contacted Fowler and he indicated that he would discuss the matter with the City after October 19 and would report their feelings regarding cooperation and construction on this project.

D. N. Harwell

D. N. Harwell, Office Engineer
County and City Division

DNH:mm

RECEIVED
OCT 14 1964
OFFICE
STATE HIGHWAY ENGR.

RECEIVED
OCT 8 - 1964
FOR FILING

October 6, 1964

Mr. Fred T. Fowler
Highway Coordinator
City Hall
Portland, Oregon

Dear Mr. Fowler:

On September 3, Mr. Klaboe and Mr. Harwell presented three tentative plans for a pedestrian overcrossing of the East Bank Freeway. It was their desire that through you, the City declare itself as to locating and financing one of the three suggested treatments or some alternate not yet considered. To date no indication of the City's proposal has been received.

As a brief resume of what has taken place, we believe the following to be correct:

1. The City, in "East Bank Esplanade Report", suggested an overhead structure near S. E. Alder Street.

2. The Bureau of Public Roads has indicated that no objection would be made to construction of a properly designed structure, but that no Federal participation in the cost thereof could be allowed.

3. The Highway Department has made preliminary estimates of cost of two possible means to provide a grade separation for pedestrians. These are as follows:

(a) An elevated structure with sidewalk which would serve pedestrians but would also carry freeway signs. Location is limited to that point at which a sign bridge is required.

Cost is approximately $52,000 if no ramp is required on the river side of the freeway but a restaurant or other building at second floor level is utilized as the approach. This is as shown on the "East Bank Esplanade Report".

Our estimate of cost for a sign bridge with no pedestrian walkway is $16,000. We assume that Interstate participation may be available on a combination structure up to this amount.

(b) Extend a stairway from the north side of Morrison Bridge, thereby providing a grade separation over the freeway. Cost approximately $3,000.

4. The City, at an earlier date, did not favor the extended stairway plan and has authorized expenditure of $45,000 to construct a pedestrian viaduct. This was apparently based on an estimated cost prepared by other than the Highway Department.

To the end that planning for completion of the East Bank Freeway may proceed in an orderly manner, we would appreciate a statement from the City as to preference in design and as to willingness to finance that part of construction on which Interstate funds cannot be obtained.

Very truly yours,

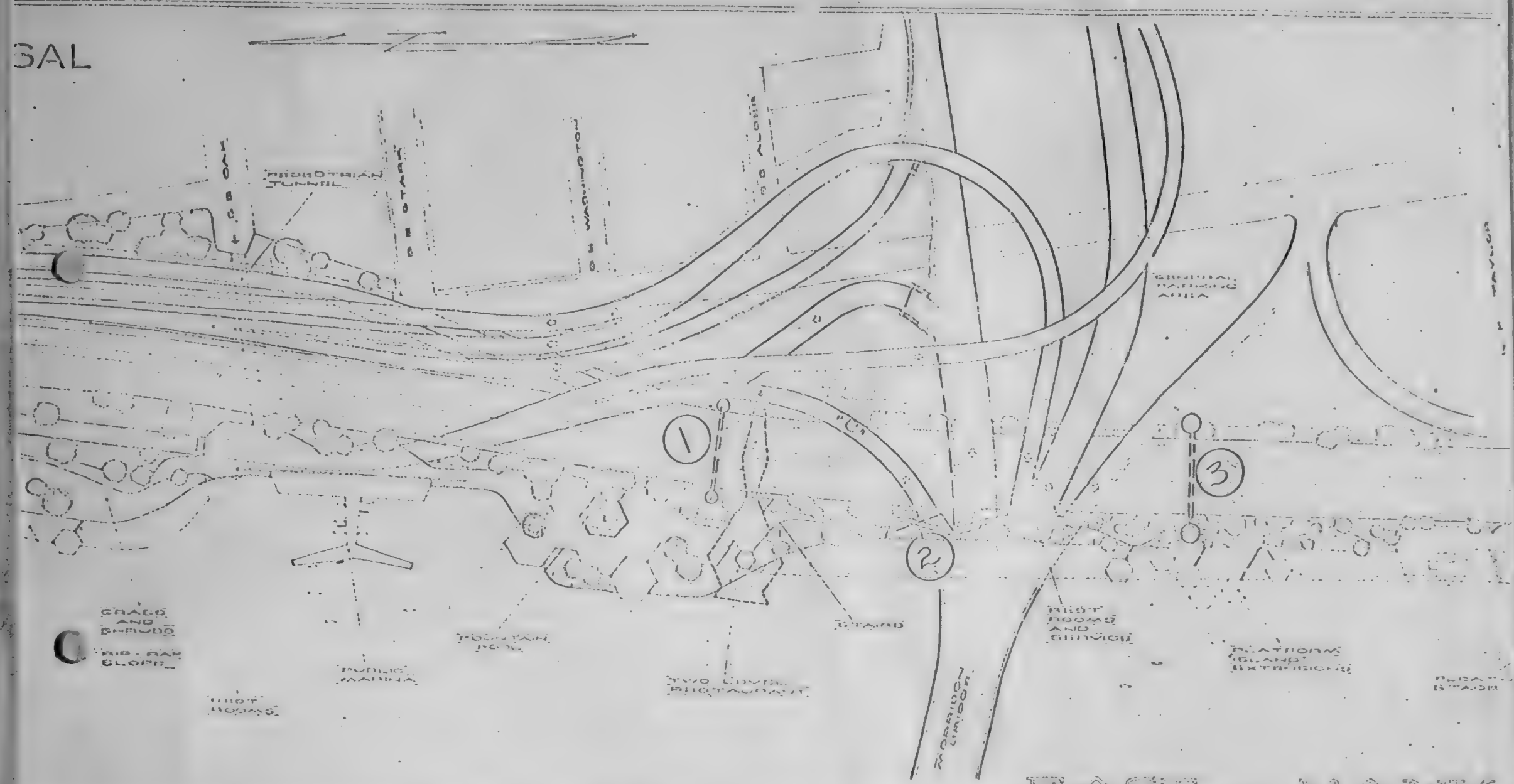
Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:a:jw

cc William A. Bowes
Forrest Cooper
R. L. Porter



(1)	420+35	Ped. & sign bridge	$75,000	(Ped. bridge only $60,000).
(2)	421+00	Extend stairway	$3,000	(Makes use of exist facilities)
(3)	421+50	Ped. & sign bridge	$73,000	Ped. bridge only $60,000)

Salem, Oregon
November 6, 1963

Proposed Pedestrian Crossings
East Bank Freeway
Portland

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

As requested by your letter of October 31st, several alternate plans and estimates have been prepared for a possible pedestrian access between Main and Washington Streets overpassing the East Bank Freeway. A map is enclosed showing our three proposals.

Number 1 provides an overpass at Station 420+35 just north of a proposed sign bridge for the exit from the East Bank to the Banfield. If combined with the sign bridge, the cost would be $75,000. If constructed independently of the sign bridge the cost would be $60,000.

Number 2 utilizes the existing walk on the Morrison Bridge and would require a short stairway from the "C" ramp down to the esplanade. This is estimated to cost $3,000.

Number 3 is located at Station 427+50 and lies between the Yamhill ramps from the Morrison Bridge and East Bank just north of the proposed sign bridge at the Yamhill off-ramp northbound. If constructed with the sign bridge the cost would be $73,000, and if constructed independently the cost would be $60,000.

This office recommends Plan 2 at a cost of $3,000. This access is centrally located in the proposed parking areas, and a ground level stairway to the upper levels already exists on the east side of the freeway. This plan would also be advantageous for pedestrians using buses as the bus stop on the Morrison Bridge lets passengers out on the walk which leads directly to the esplanade. This plan would require that pedestrians climb approximately 6 feet higher than either proposed separate overcrossings of Plans 1 and 3. Money-wise and location-wise, Plan 2 seems far superior even though six more feet of rise and fall will result.

F.D. Morgan
Construction Engineer

By

D.J. Barbee
Assistant Construction Engineer

DNS:jp

EAST - BANK

(1)	420+35	Ped. & sign bridge	$75,000 (Ped. bridge only $60,000)
(2)	424+00	Extend stairway	$3,000 (Makes use of exist facilities)
(3)	427+50	Ped. & sign bridge	$73,000 Ped. bridge only $60,000)

3. From Portland City Planning Comm. Report

3. That the Special Committee responsible for the plan also be responsible for approving the detailed construction drawings of the Oregon State Highway Department, provided the plan is adopted by the City, and the OSHD agrees to develop the plan in detail.

4. That development of the esplanade be phased in such a way that a portion of the plan might be realized now with the monies available, with other portions to be developed on a minimum basis, acceptable by the OSHD, until a later date. This phasing for construction should be coordinated with the city. (See page 10)

5. That the City of Portland provide a sum of money, approximately $45,000.00, for the construction of a pedestrian overpass from the planned parking area under the Morrison Bridge to the esplanade and the proposed restaurant.

6. That City officials meet with Multnomah County officials in order to get their views on the project and determine the feasibility of their contributing to its development.

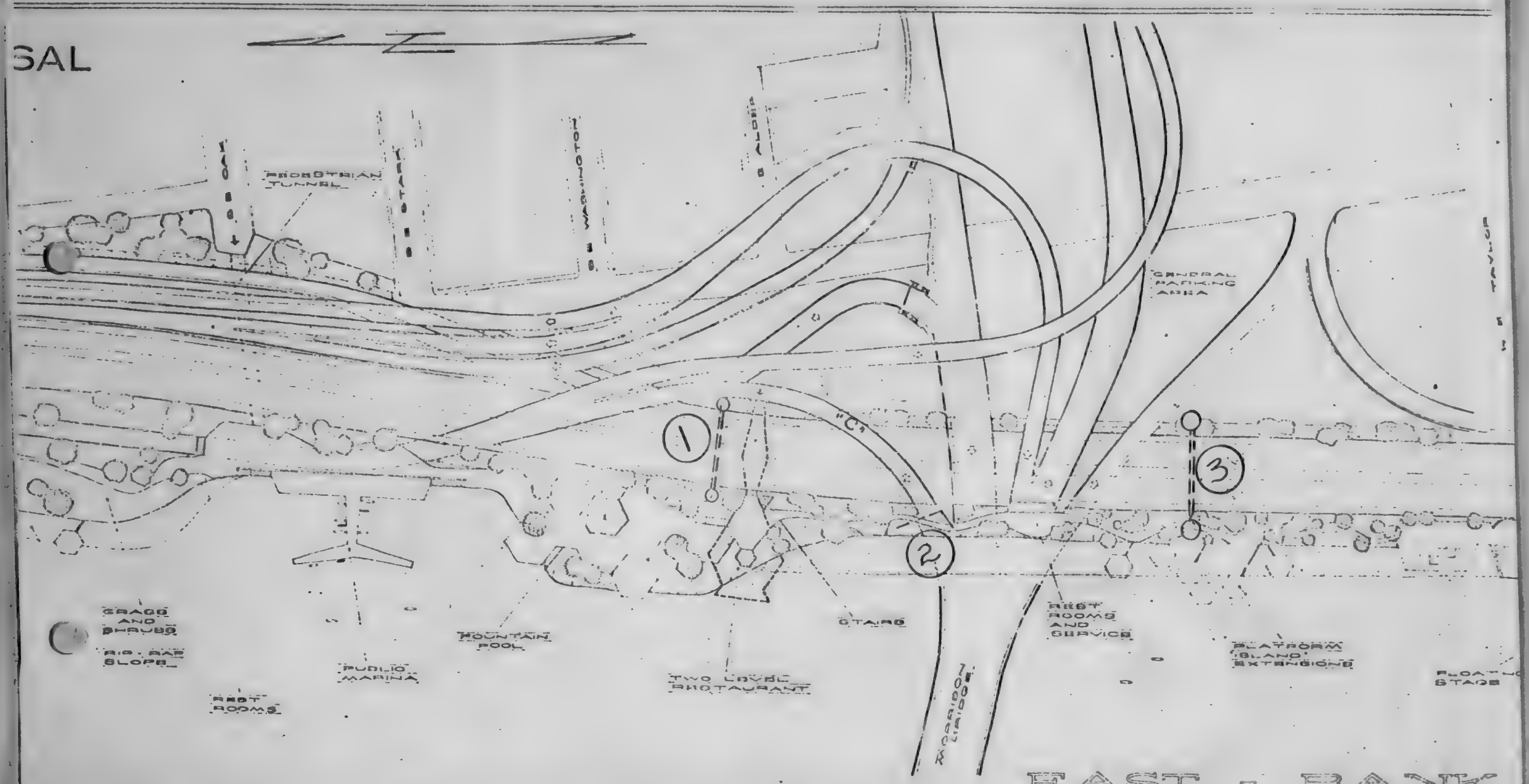
DESCRIPTION - SPECIAL COMMITTEE'S PLAN

Beginning from the right side of the plan next to the Fireboat Station, and proceeding in a northerly direction, the comments supplement the sketched proposal on page 9.

Parking is indicated in the general area of Main Street, which will serve the Main Street entry to the esplanade. The State Highway Department has indicated permission to park underneath its overhead structures and there is, as yet, some question as to how much greater an area can be obtained from adjacent properties.

Northward, the generous promenade areas permit large congregation river-viewing social activities, displays and shows, and deck games to indicate just a few of the potentials.

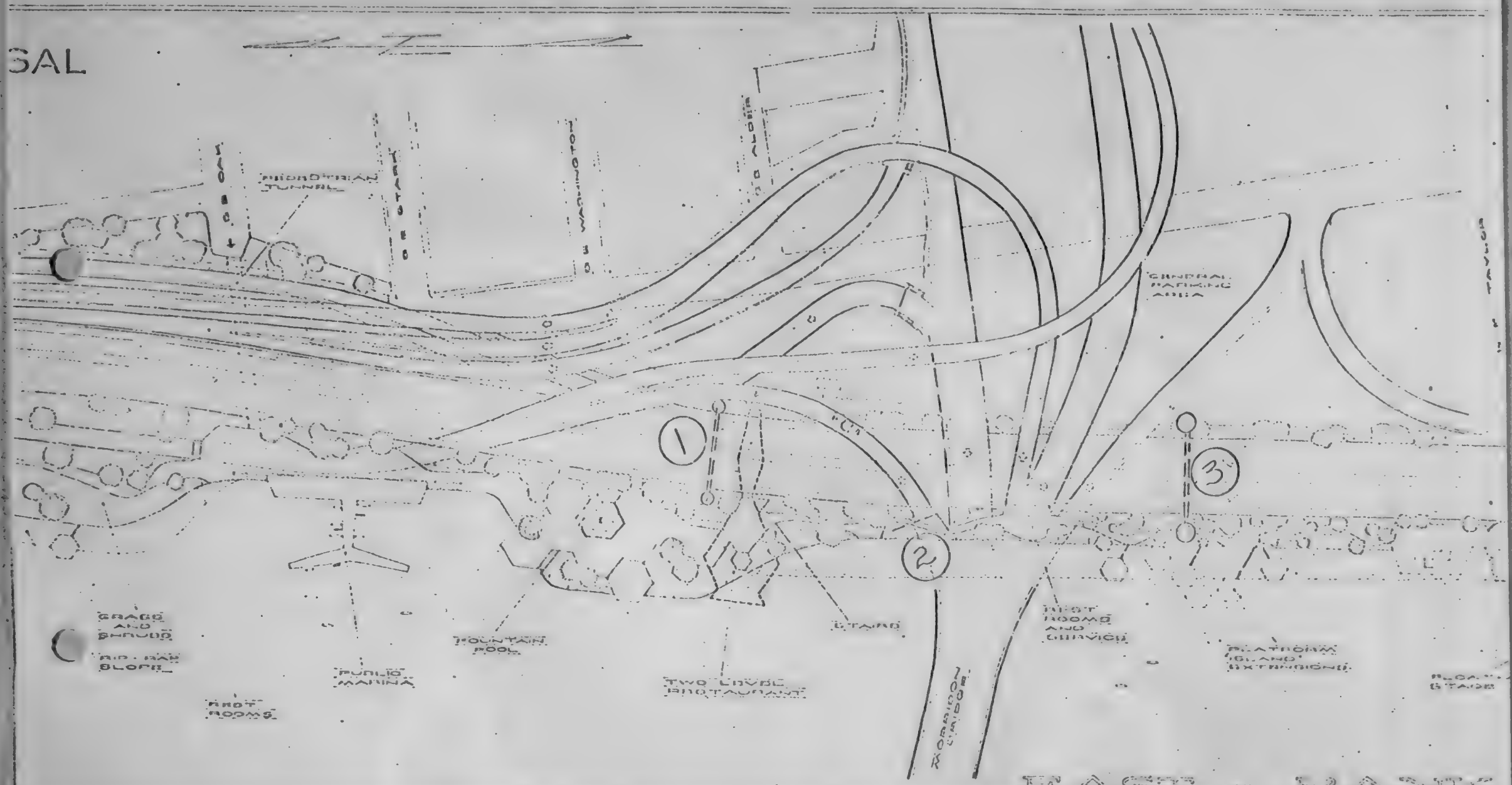
SAL



EAST - BANK

(1)	420+35	Ped. & sign bridge	$75,000	(Ped. bridge only $60,000)
(2)	424+00	Extend stairway	$3,000	(Makes use of exist facilities)
(3)	427+50	Ped. & sign bridge	$73,000	(Ped. bridge only $60,000)

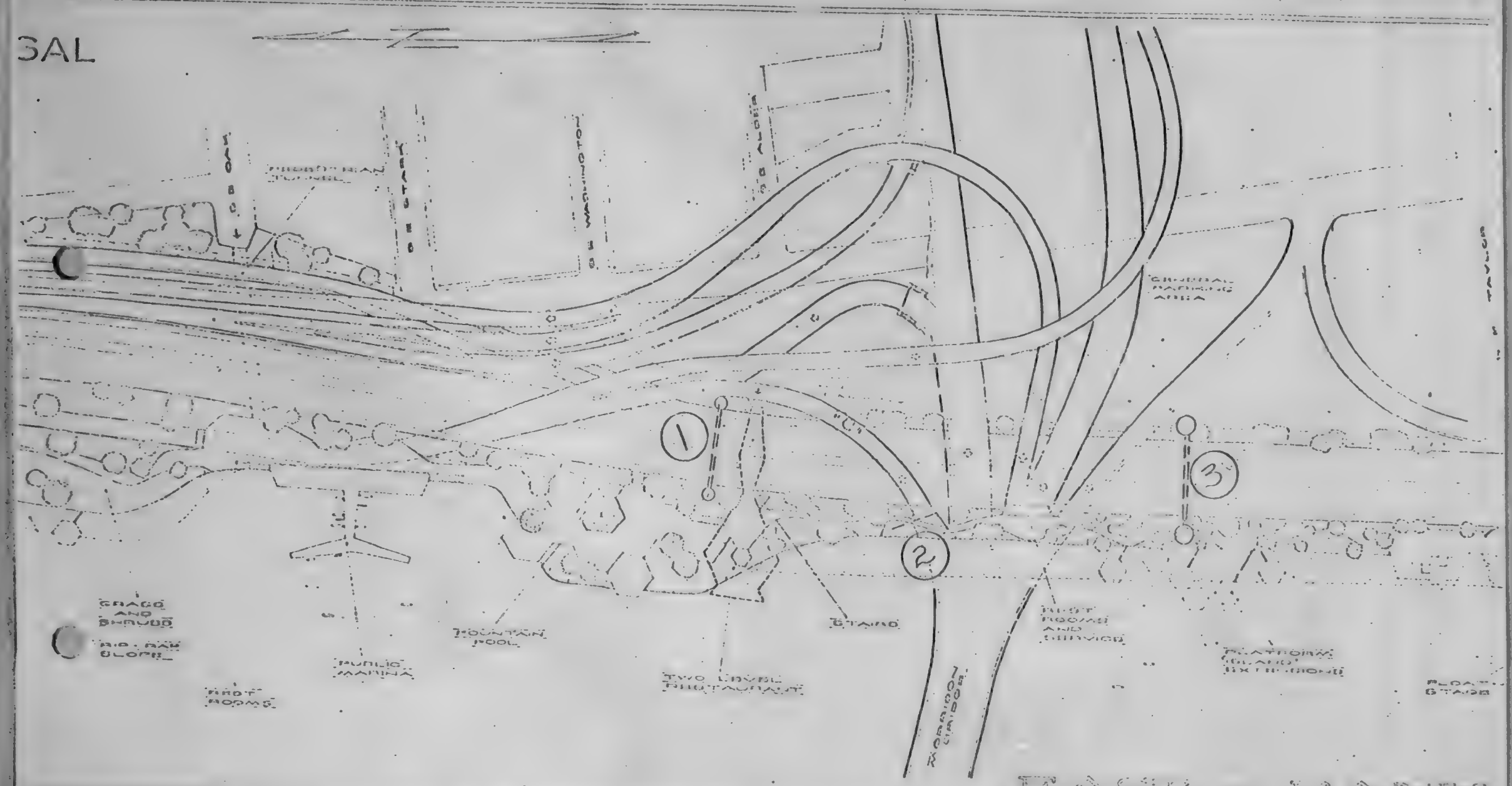
SAL



EAST - BANK

(1)	420+35 .	Ped. & sign bridge $75,000	(Ped. bridge only $60,000)
(2)	421+00	Extend stairway : $3,000	(Makes use of exist facilities)
(3)	421+50	Ped. & sign bridge $73,000	Ped. bridge only $60,000)

SAL



(1)	420+35	Ped. & sign bridge	$75,000	(Ped. bridge only $60,000)
(2)	421+00	Extend stairway	$3,000	(Makes use of exist facilities)
(3)	421+50	Ped. & sign bridge	$73,000	(Ped. bridge only $60,000)

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SEP 4 - 1964
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Const
Projects
Multi-Portland
E. Bank

Salem, Oregon
September 2, 1964

Mr. M. S. Cox
County and City Engineer

Pedestrian Overcrossing
East Bank Freeway
Portland

Please contact the City of Portland in regard to its request for a pedestrian overcrossing of the East Bank Freeway in the general vicinity of the Morrison Street Bridge.

It is my understanding that the City still does not favor use of the existing stairways on the Morrison Bridge approaches, although these could be extended to the ground level at a rather minor cost. Perhaps the City would be willing to participate on a 50 - 50 basis in the cost of the pedestrian overcrossing it now proposes.

Please keep me advised.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

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AUG - 7 1964
FOR FILING

file

I-5-6(41) 301
6276

Salem, Oregon
August 6, 1964

Mr. R. L. Porter
Deputy State Highway Engineer

O F F I C E

Please take steps, if you have not already done so, to start negotiations for a pedestrian overcrossing from some appropriate place easterly of the freeway to the Esplanade which was constructed on the right bank of the Willamette River adjacent to the East Bank Freeway.

We will receive a letter from the City in a few days telling of its plans to moor a couple of Navy vessels of some type at the Esplanade and possibly delineating other uses which should give us ammunition.

Forrest Cooper
State Highway Engineer

FC:ms
cc Mr. Victor D. Wolfe

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MAR 23 1964
FOR FILING

FORM E-30X—80M—10-61 45923

F E 6(11) 301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

March 19, 1964

To: MEMO TO THE FILES

SUBJECT: Eastbank Esplanade

On Wednesday, March 18 I attended a meeting of the Recreation Committee of the Portland Chamber of Commerce held in the Aero Club building. About 15 members of this committee were in attendance. The program chairman for the day was Mr. W. F. O'Mally. Other guests besides myself included Mr. Baird French, Regional Engineer for the Bureau of Public Roads, Mr. Fred Fowler, Highway Coordinator, City of Portland, and Mr. Thorson from the City Bureau of Parks.

Mr. O'Mally introduced us all and then asked me to give a short summary of the entire situation. I explained the background of the esplanade, laying particular emphasis on the fact that the State had or will fulfill its obligation in accordance with the approved agreement between the City of Portland and the State. This agreement requires us to construct a widened esplanade between S. E. Main and S. E. Washington Streets and to landscape said esplanade and thereafter maintain it. I further explained that the proposal to construct a marina, restaurant, water show pavillion, et cetera, was one made by members of a committee under the chair of Commissioner Bean and was made after we had completed the fills for the esplanade. I advised them that the State Highway Department's policy in regard to development of park facilities, such as this proposal, is that we do not participate in such facilities within the corporate limits of an incorporated community. I further advised them that the area being developed by us would be pleasing in appearance when the work is completed, but that it would be only a pedestrian walk. I showed them a large scale map portraying our landscape proposals.

Several questions concerning access to the area were posed by members of the committee after my opening remarks. Mr. Baird French of the Bureau of Public Roads stated that as of this moment he could see no possibility of Bureau participation in a pedestrian over or underpass. However, he left the door open stating that if the City and State could establish the fact that the construction of the highway

NOTED
LLOYD P. SHAW

itself has denied the public of a privilege that has existed, the Bureau might reconsider their stand. He further stated that it also is his opinion, after studying the matter, that this was not the case and that the only reason for a pedestrian overpass would be to serve the new facility.

Mr. Fowler spoke briefly stating that he was in accord with my remarks. He further reminded the committee that if a recreation facility such as the one envisioned by the City is constructed, steps would be required to screen the highway from said facility because of its attractive nuisance characteristic. This in turn would amount to screening the river from the view of the motorist.

Mr. O'Mally, who is associated with the Pacific Marine Supply Company, spoke as an expert in marine matters and stated that he did not believe that the City or any private concern could make a restaurant or a marina here pay its way and that the plan proposed by the City was impractical. He did, however, state that the development of the east bank of the Willamette was in his opinion a good thing. However, he envisioned some different type of development than that proposed, and believed that more study should be made by experts. I spoke to several of the people after the meeting and they all stated that they felt that the treatment to be given to the area by the State was adequate and probably all that was called for at this time. They realize that our work here does not preclude the possibility of developing a park at some future time if funds become available and a proper plan is developed.

Original Approved by F. B. Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK:sb

cc Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. Mark Astrup

RECEIVED
MAR 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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Original Approved by F. B. Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK:sb

cc Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. Mark Astrup

RECEIVED
MAR 20 196
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 24, 1963

FROM : A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(-)302
Pedestrian Overcrossing
Esplanade Area, Morrison Bridge Interchange

Re:
L. P. Shaw's letter
November 29, 1963

We have no objection to the construction of a pedestrian overcrossing structure in the proposed area. Your plans, however, appear not to give adequate consideration to sight distance or requirements for the ramp access from the north bound lane of the East Bank Freeway to the Banfield Interchange area (via "SE" Line). It is felt that your proposed heavy abutment and fence line for this pedestrian overcrossing structure would adversely affect the motorists departing from the East Bank Freeway, and it is felt that this obstruction could be moved back a sufficient distance to eliminate this problem. Construction of this structure prior to formalizing plans and scheduled completion of the development could result in an area where undesirable individuals congregate. It would appear desirable from a public opinion standpoint to proceed only when city plans are far enough advanced to insure such a facility.

The proposed dual use of this structure for signs is commendable. Federal-aid participation would be limited to the cost of the comparable sign structure in the area.

Another possible alternate to the construction of this separate pedestrian structure could be the utilization of the existing stair wells from S.E. Water Avenue up to the Morrison Bridge. The well under the "C" line structure onto the main Morrison Bridge lies only 12 feet above the proposed esplanade area, and it would be a very easy matter to construct a 12-foot deep stair well into the development area at a very nominal expense. This location would be closer to the center of the parking area and would facilitate all foot traffic over the freeway and also from the downtown area of Portland.

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DEC 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 2 - 1963
FOR FILING

Court
Projects
Dunn - Portland
E. Bank

November 29, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Proposed Pedestrian
Crossing, Station 420+35
Oregon Street-Stephens
Street Section
East Bank Freeway

Dear Sir:

Attached are copies of a plan showing a proposed combined pedestrian crossing and sign bridge on the subject section.

There is at present an overall plan for the development of the esplanade area originated by the City of Portland. Money has not been appropriated for this development, but the City is certain this problem can be worked out over a period of time. One of the major facilities planned is a two-level restaurant located on the esplanade side of the freeway opposite the proposed parking area on the east side under the Morrison Bridge Interchange ramps.

Other features would include a waterfront stadium with floating stage for the viewing of plays, concerts, and water activities. Boat-docking facilities will also be provided along the present old warehouse wall. A park-like atmosphere is planned with large walk and lawn areas and colorful water fountains. Restrooms will be located at various spots along the entire esplanade. With such planning it is evident there will be large pedestrian usage during special events and probably a sizable attendance at normal times.

A pedestrian crossing over the freeway is planned to serve the esplanade in general. If constructed at Station 420+35, it would be centrally located in the parking area and

would lead to the proposed two-level restaurant and esplanade area. Also, this Station 420+35 is the position of a planned sign bridge which could be combined with the other structure. The cost of such a combined structure has been estimated at $75,000.

We feel this pedestrian crossing is necessary to the functioning of the esplanade area and the freeway system. We respectfully request your approval on this so that it may be constructed on a future contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

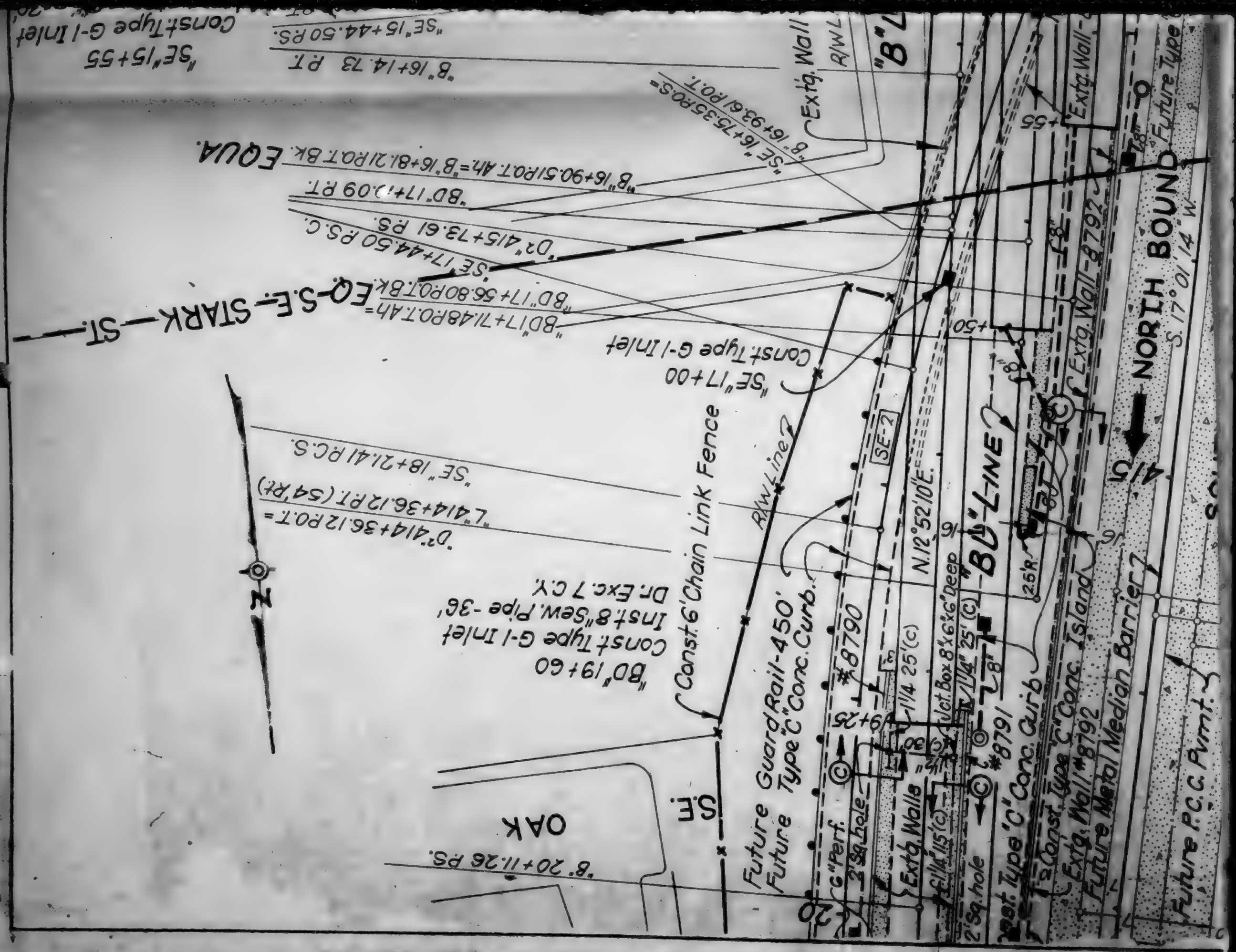
Lloyd P. Shaw
Assistant State Highway Engineer

Attachments

cc Forrest Cooper
R. L. Porter
F. D. Morgan

DNS:jp: ajw

L. H. Young
C. H. Maison


NORTH BOUND
Future P.C.C. Pvmt.
Future Median Barrier
Exist. Type 'C' Conc. Curb
Exist. Wall-8792
Exist. Wall-8791
Exist. Type 'C' Conc. Curb
Exist. Type 'C' Conc. Island
Exist. Wall-8792
Exist. Wall-8791
Exist. Type 'C' Conc. Curb
Future Guard Rail-450'
Future Type 'C' Conc. Curb.
Const. 6' Chain Link Fence
R/W Line
Exist. Wall
R/W Line
Const. Type G-1 Inlet
"SE" 17+00
"BD" 17+71.48 P.O.T. Ah=
"BD" 17+56.80 P.O.T. Bk.
EQ. S.E. STARK ST.
"SE" 17+44.50 P.S.C.
"D2" 415+73.61 P.S.
"BD" 17+12.09 P.T.
"B" 16+90.51 P.O.T. Ah = "B" 16+81.21 P.O.T. Bk.
EQUA.
"SE" 16+75.35 P.O.S.
"B" 16+93.61 P.O.T.
"B" 16+14.73 P.T.
"SE" 15+44.50 P.S.
"SE" 15+55
Const. Type G-1 Inlet
"SE" 18+21.41 P.C.S.
"D2" 414+36.12 P.O.T. =
"L" 414+36.12 P.T. (54' Rt)
"BD" 19+60
Const. Type G-1 Inlet
Inst. 8" Sew. Pipe -36'
Dr. Exc. 7 C.Y.
"B" 20+11.26 P.S.
OAK
S.E.
N.12°52'10"E.
N.17°01'14"W.
"80'-7"
2'Sq. hole
Exist. Walls
Vlct. Box 8'x6'x6' Deep
25'(C)
25'R
+50
+55
SE-2
SE-1
8790
8791

S.E. WASHINGTON

"B" 16+14.73 P.T.

"SE" 15+44.50 P.S.

"SE" 15+38.68 P.T.

"D2" 417+73.61 P.S.C.

"B" 14+84.73 P.C.S.

"BD" 15+83.60 P.O.S. =
"SE" 15+51.20 P.O.S.

"D2" 418+06.03 P.O.C. =
"SE" 14+69.44 P.O.S.

"D2" 419+15.53 P.C.S.

"BD" 13+90.09 P.C.S.

"BD" 13+53.37 P.S.C.

"B" 12+82.98 P.S.C.

"D2" 421+15.53 P.T.

"D2" 421+22.27 P.S.

"BD" 11+53.37 P.S.

"B" 11+52.98 P.S.

"BD" 11+43.88 P.T.

"SE" 15+55
Const. Type G-1 Inlet
Inst. 8" Sew. Pipe - 30'
Dr. Exc. 12 C.Y.

"B" LINE

"D2" LINE

"A" LINE

"W" LINE

Const. Type 2 Barricade - 200' (Son.)

Future 6' Chain Link Fence

Type "C" Conc. Island

Wall - 8795

N. 29°29'03" E.

R/W Line

Sig. Wall #4 - 8796

15

B-2

BD-2

W-1

A-3

D2-1

"W" 10+78.77 P.T.

"B" 13+96.34 P.O.C. =
"W" 10+54.89 P.O.C.

"BD" 4+00.86 P.O.S. =
"W" 10+28.58 P.O.C.

"D2" 419+35.17 P.O.S. =
"W" 9+91.10 P.O.C.

"W" 9+34.12 P.O.C. =
"A" 13+88.56 P.O.C.

"A" 8+23.26 P.C.

+19

3'10" W.

A.C.

Type "P" Inlet

Match Line "A"

Match Line "B"

S.E.

R/W Line

"Bel" 9+81.28 P.O.T.

"D²" 4+24+77.41 P.C.S.

"B" 9+98.50 P.C.S.

"BD" 9+98.50 P.O.C.

"BD" 10+13.88 P.C.S.

"Bel" 9+11.67 P.T.

"B" 8+98.35 P.O.C.

"D²" 4+24+36.23 P.O.C.

425

MORRISON

S. 59° 51' 48" E.

Const. Type "P" Inlet, Inst. 8" Sew. Pipe - 51' Under Pavt. - 51' Dr. Exc. 38 C.Y.

"A" 4+51.39 P.S.

22.27 P.S.C.

197° 21' 19"

N. 12° 40' 53" E.

BD-1

D²-2

B-1

R/W Line

ST.

Const. Type "P" Inlet

R/W Line

"BD" LINE

"D²" LINE

Rem. Extg. Inlet & Plug Pipe

"A" 8+26.46 P.C.S.

"Bel" 7+

Remove Extg. Pavt.

Gen. Exc. 55 C.Y.

Const. Type "C" Curb

Tel. Cable

8"

A.C. Pavt.

Const. 6.5' P.C.C. Walk

Const. 7' P.C.C. Walk

S. 24° 08' 25" E.

"B" 5+79.87 P.S.C.

"W" LINE

"W" 6+73.88 P.T.

"Morrison" 5+05.34 P.T.

N. 25° 19' 10" W.

N. 7° 01' 30" E.

"B" 4+49.87 P.S.

"A" 11+97.11 P.S.

"A" 0+26.46 P.T.

Line "B"

S.E. BELMONT ST.

1ST. AVE.

"A" 3+19.88 P.O.S.=
"R.R." 40+46.5

74°13'00"

74°13'30"

"A" 3+33.36 P.O.S.T.
"R.R." 40+50.2

R/W Line 2

"D2" 426+77.41 P.T.=
"Morr" 10+07.13 (11' Lt)

Match Line "A"

O.T.

67 P.T.

1.39 P.S.C.

"A" LINE

S. 59°09'46" E.

Y 8+85.04 P.T.

60°58'

Const. Type "F" Curb

"Bel" 7+11.67 P.C.S.=

"A" 5+95.52 R.C.C.

Extg. Curb 7

Extg. Walk J

8

"A" 6+48.50 P.O.C.

Y 6+81.74 P.C.

Y-3

S. 74°08'25" E.

"B2" 5+30.65 P.O.S.
"A2" 8+30.82 P.O.S.

62°01'40"

Rem. Extg. Pavt.
Emb. 136 C.Y.
"A" 7+42.58 P.O.C.

Extg. Curb

Extg. Guard Rail

S. 12°06'45" E.

Place Landscape Emb.

"Y" 4+75.87 P.O.T.=
"Y" 4+75.87 P.T. (18' Lt)

S. 34°49'00" E.

"Y" LINE

"Bel" 5+33.89 P.S.C.

28.87 P.T.

3.89 P.S.

AVE.

1ST.

"A" 3+19.88 P.O.S.T.=
"R.R." 40+46.5

14°15'00"

14°13'30"

"A" 3+33.36 P.O.S.T.
"R.R." 40+50.2

R/W Line

"D2" 426+77.41 P.T.=
"Morr" 10+07.13 (11' Lt)

Match Line "A"

"A" LINE

S. 59°09'46" E.

60.58'

Y 8+85.04 P.T.

S.E.

"A" 5+95.52 P.C.C.

Extg. Curb

Extg. Walk

"A" 6+48.50 P.O.C.

"Y" 6+81.74 P.C.

Y-3

Rem. Extg. Pavt.
Emb. 136 C.Y.
"A" 7+42.58 P.O.C.

Landscape Emb.

"Y" 4+75.87 P.O.T.=
"Y" 4+75.87 P.T. (18' Lt)

Extg. Curb

Extg. Guard Rail

S. 34°49'00" E.

"Y" LINE

ST.

MONT

Future Metal Median Barrier

NORTH BOUND

S. 17° 01' 14" W.

Future P.C.C. Pvmt.

SOUTH BOUND

Future Guard Rail - 700'

Future 4' Gate

Future 6' Chain Link Fence

A-4

C-2

"C" 21+15

"S" 414+21.65 P.T.
36 P.O.T. Bk.

"D2" 415+20
Const. Type G-1 Inlet
Inst. 8" Sew. Pipe - 225'
Dr. Exc. 30 C.Y.

Extg. Rudie Wilhelm Conc. Retainin

Chain Fence

Sign

Lights

Proposed Sign Installation

10' 4' 10' 12' 12' 12' 7'

Proposed Pedestrian C

Sign Installation @ Sta.

Retaining Wall

"A" 16+07.05 P.O.T. =
"L" 417+81.47 P.O.T.

"C" 15+71.55 P.O.T. =
"L" 418+21.32 P.O.T.

"A" 14+88.50 P.O.S. =
"SE" 13+85.58 P.O.S.

"L" 418+95
Const. Type G-1 Inlet

"C" 14+44.41 P.O.S. =
"SE" 13+32.64 P.O.C.

"L" 420+00
Const. Type G-1 In

"C" 12+85.17 P.C.S.

"C" 12+85.17 P.C.S.
"SE" 11+30.21 P.S.C.
"L" 421+42.47 P.S.C.

Type "C" Conc. Island

N. 11°-36'-44" W.

N. 4° 47' 38" W.

2.5% R.

15

420

421

4:3

E-1

Sta. 420+35

Pedestrian Over-xing

57'-0"

11'-0" Walk

20

A 13+0...

"C" 12+85.17 P.C.S.

"SE" 11+30.21 P.S.C.

"L" 421+42.47 P.S.C.

+50 Inst. 1¼" Galv. Water Pipe-120'
Inst. 3" Galv. Water Pipe-120'
Inst. 8" C.S.P.-120 (Conduit)
Dr. Exc. 20 C.Y.

"L" 323+50
Const. Type "G-1" Inlet
Const. 2 Type "CG-1" Inlets
Inst. 8" Sew. P.-115'
Dr. Exc. 22 C.Y.
Inst. 6" Perf. Met. Dr. P.-200'
Sp. Backfill 13 C.Y.
Dr. Exc. 15 C.Y.

"L" 423+60.51 P.C.S.

"C" 8+34.18 P.S.C.

"L" 425+10.51 P.T.

"L" 425+29.74 P.O.T.

"SE" 10+30.21 P.C.S.

"L" 422+42.47 P.O.C. (31 R1)

"L" 423+23.51 P.O.C.

"L" 424+09.85 P.O.S.

"L" 424+61.67 P.O.S.

"L" 421+97.11 P.S.

"L" 422+26.46 P.T.

"Morr." 3+05.34 P.C.S.

"Morr." 2+11.27 P.S.C.

"Morr." 0+11.27 P.S.

"Morr." 0+00.00 P.O.T.

"C" 6+34.18 P.S.

"L" 1°30' C.L.
Δ 5°31'14"
Ts = 259.17'
L mc = 218.04'

Salv. Extg. Type 2 Barricade-237.5'

MORRISON ST. BRIDGE

S 67°36'54" E.

S 10°07'30" E. 150.0'

N 13°00'00" E.

44°53'20"

"SE" LINE

"B" LINE

421

425

6" Perf.

10 12 12 12 7 7 12 12 12 10

Y-1

C-1

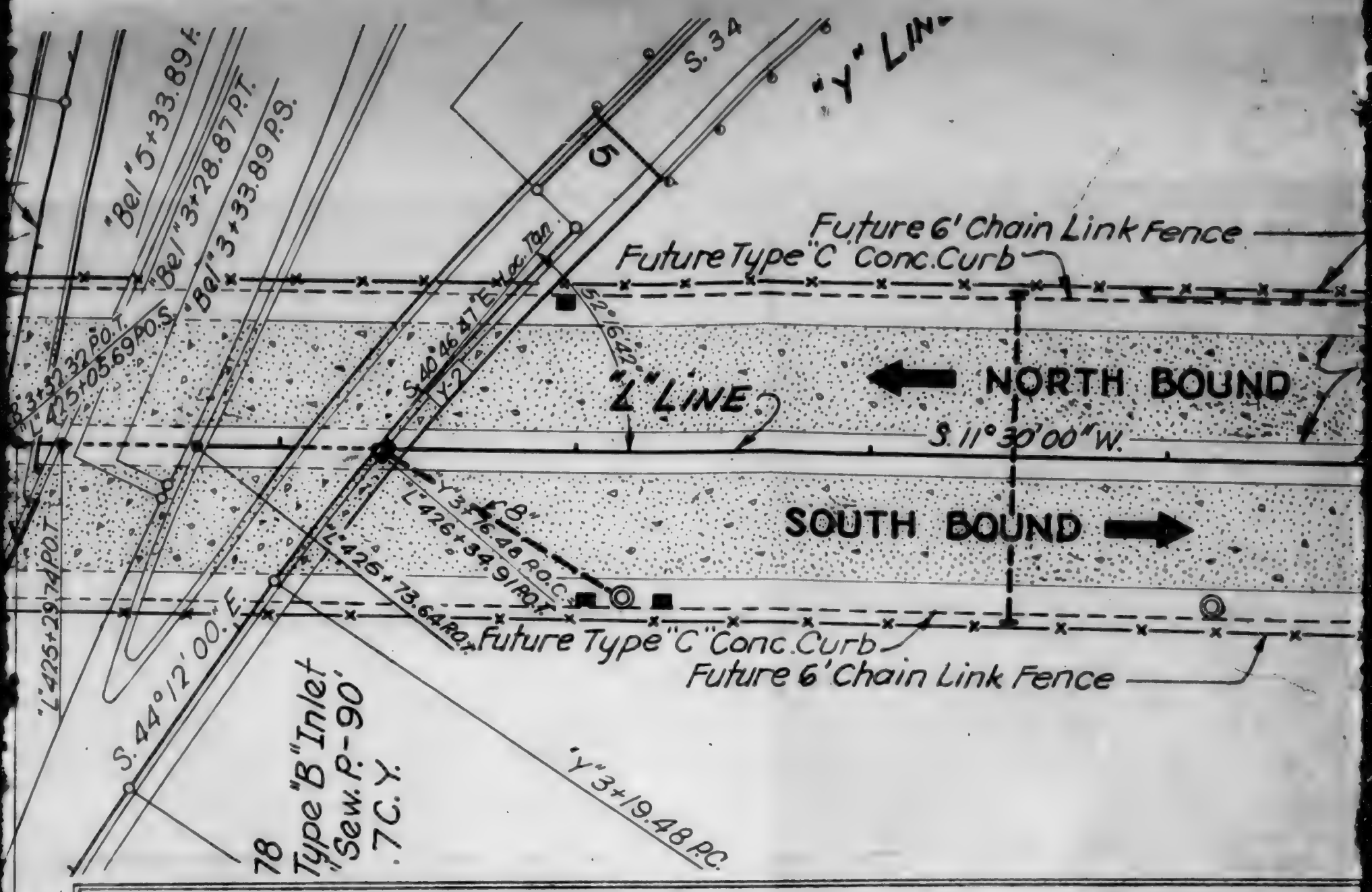
C-2

100' (30.5 m) Loc. Rein.

R 3+37.32

L 425+

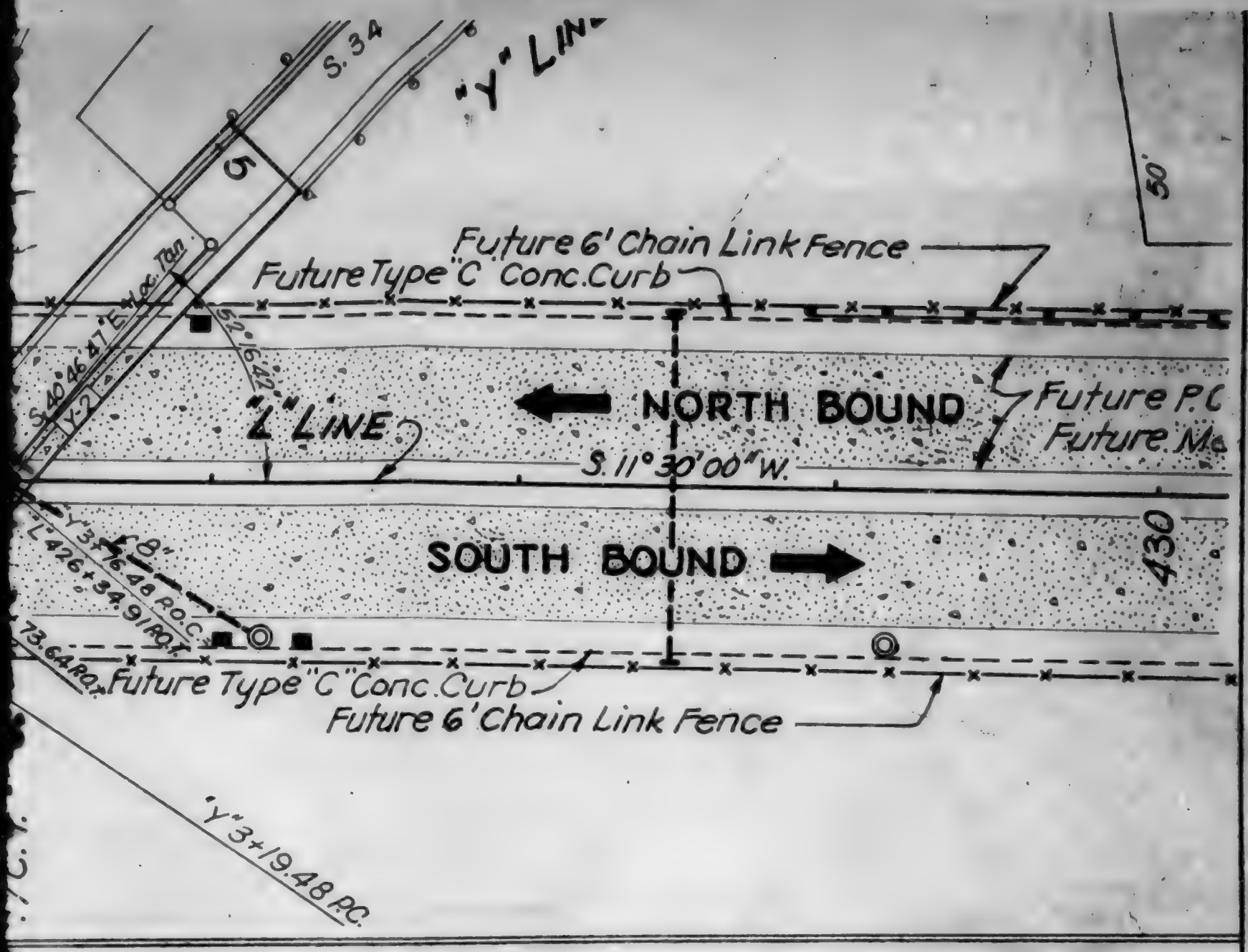
1.67 P.S.



SHAVER ST.-MORRISON BR. INTER. UNIT

EAST BANK FREEWAY SECTION

PROPOSED PEDESTRIAN OVER-XING AND SIGN BRIDGE



ER ST.-MORRISON BR. INTER. UNIT

ST: BANK FREEWAY SECTION

POSED PEDESTRIAN OVER-XING
AND SIGN BRIDGE

RECEIVED
DEC 2 - 1963
FOR FILING

Contract
Proj
Mahonie - Baker

East Bank

Salem, Oregon
November 13, 1963

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Proposed Pedestrian Crossing
East Bank Freeway
Portland

Attention: D. J. Barbee

Under date of November 6, estimates for possible pedestrian overcrossings of the East Bank Freeway in the general vicinity of Alder Street were given me by Mr. Stoudenmeyer.

Will you please approach the Bureau of Public Roads in a thoroughly documented manner requesting a pedestrian crossing as indicated in the location shown on the small scale sketch provided with the November 6 letter. Be certain this is thoroughly documented.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc R. L. Porter

FORM E-30 SOM 3-63 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 6, 1963

SUBJECT: Proposed Pedestrian Crossings
East Bank Freeway
Portland

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

As requested by your letter of October 31st, several alternate plans and estimates have been prepared for a possible pedestrian access between Main and Washington Streets overpassing the East Bank Freeway. A map is enclosed showing our three proposals.

Number 1 provides an overpass at Station 420+35 just north of a proposed sign bridge for the exit from the East Bank to the Banfield. If combined with the sign bridge, the cost would be $75,000. If constructed independently of the sign bridge the cost would be $60,000.

Does it connect to ground at Water Ave.?

Number 2 utilizes the existing walk on the Morrison Bridge and would require a short stairway from the "C" ramp down to the esplanade. This is estimated to cost $3,000.

Number 3 is located at Station 427+50 and lies between the Yamhill ramps from the Morrison Bridge and East Bank just north of the proposed sign bridge at the Yamhill off-ramp northbound. If constructed with the sign bridge the cost would be $73,000, and if constructed independently the cost would be $60,000.

This office recommends Plan 2 at a cost of $3,000. This access is centrally located in the proposed parking areas, and a ground level stairway to the upper levels already exists on the east side of the freeway. This plan would also be advantageous for pedestrians using buses as the bus stop on the Morrison Bridge lets passengers out on the walk which leads directly to the esplanade. This plan would require that pedestrians climb approximately 6 feet higher than either proposed separate overcrossings of Plans 1 and 3. Money-wise and location-wise, Plan 2 seems far superior even though six more feet of rise and fall will result.

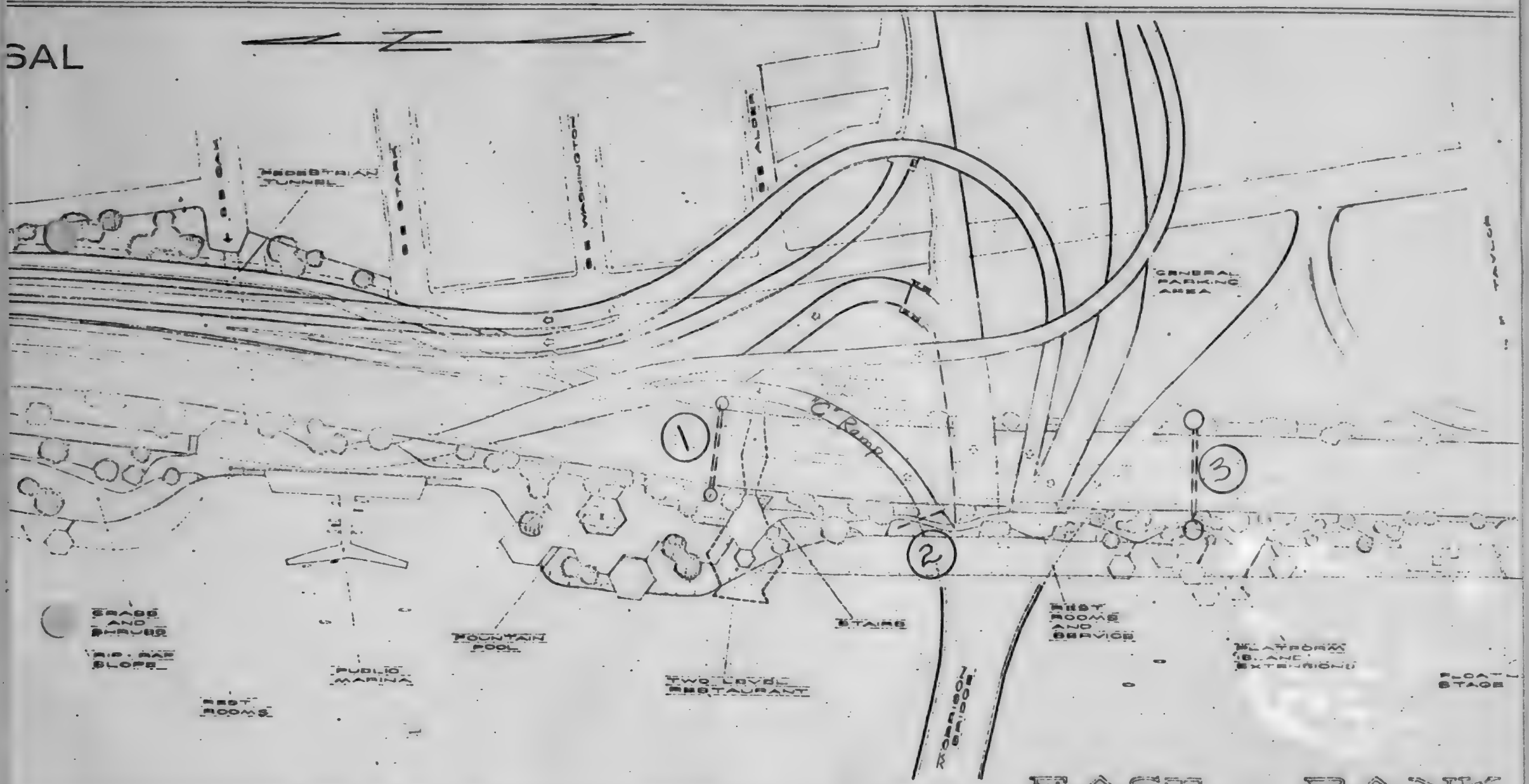
RECEIVED
NOV 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

F.D. Morgan
Construction Engineer
By D.J. Barbee
D.J. Barbee
Assistant Construction Engineer

NOTED

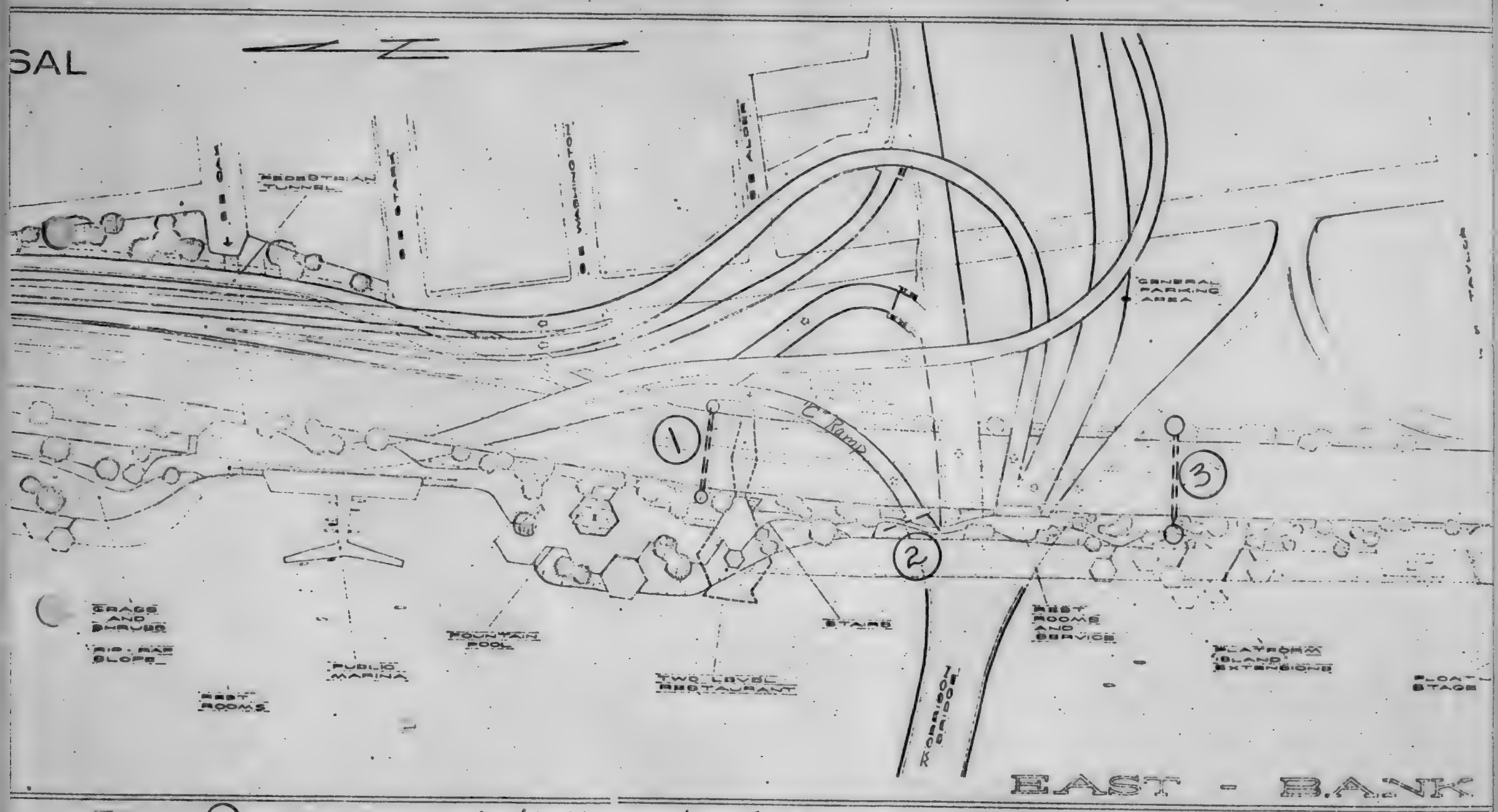
DNS:jp

SAL



EAST - BANK

(1)	420+35	Ped. & sign bridge	$75,000	(Ped. bridge only $60,000)
(2)	424+00	Extend stairway	$3,000	(Makes use of exist facilities)
(3)	427+50	Ped. & sign bridge	$73,000	Ped. bridge only $60,000)



(1)	420+35	Ped. & sign bridge	$75,000	(Ped. bridge only $60,000)
(2)	424+00	Extend stairway	$3,000	(Makes use of exist facilities)
(3)	427+50	Ped. & sign bridge	$73,000	Ped. bridge only $60,000)

Salem, Oregon
October 31, 1963

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Attention: D. J. Barbee

Proposed Pedestrian
Crossings
East Bank Freeway
Portland

Mr. Stoudenmeyer has supplied me with a small scale map indicating all known proposals for pedestrian crossings of freeway roadways from Curry Street northerly to Columbia Boulevard.

Mr. Porter has now requested that a more firm design be worked up between Main and Washington Streets overpassing the East Bank Freeway. You will note that the previous design within these limits was a subway. Will you please have this done as soon as possible.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

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DEC 10 1963
FOR FILING

Const
Project
Muni - Portland

E. Bank

Salem, Oregon
October 30, 1963

Mr. Lloyd P. Shaw
Assistant State Highway Engineer

OFFICE

Will you please have prepared a design and recommended location for a pedestrian overpass that will serve the waterfront area along the East Bank Freeway somewhere between Main and Washington Streets. Insofar as possible, this location should be compatible with the ultimate desires in the way of a marina development. However, no mention need be made of this feature at this time.

As soon as this is done, please review the matter with me and steps will be taken to request BPR approval.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

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NOV 21 1963
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-6(11)301
6.76

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 15, 1963

Commissioner Ormond R. Bean
Commissioner of Finance
CITY OF PORTLAND
City Hall
Portland, Oregon 97204

Re: Eastbank Esplanade

Dear Commissioner Bean:

In the last paragraph of your letter of August 5, you asked for suggestions on how the City should formally present its plan for developing the Eastbank Esplanade to the State Highway Commission. I have nothing to offer in this regard.

I am advised that it is against policy for the State Highway Department to develop recreational or park facilities within the corporate limits of a city. I also know you were present at the meeting held in the Congress Hotel on October 28 when both Commissioner Jackson and Fridley made it clear that the State could not participate in the development of the Esplanade beyond that contemplated in our existing landscaping plans.

If you are able to go ahead with your plan, you would still have to acquire right of way from the State and coordinate your work with us in a satisfactory manner.

Sincerely,

F. B. Klaboe
Metropolitan Engineer

FBK/cp

CC: Mr. Lloyd P. Shaw
Mr. Frank D. Morgan
Mr. Mark Astrup

NOTED
LLOYD P. SHAW

RECEIVED
NOV 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 18 1963
FOR FILING

November 15, 1963

Mr. David Eccles, Commissioner
Board of County Commissioners of
Multnomah County
County Courthouse
Portland, Oregon 97204

Dear Mr. Eccles:

Thank you for your letter of November 6 relative to the proposed plan for developing the waterfront along the East Bank Freeway in Portland.

The plan that was prepared by the "Special Committee" is beyond the scope of financing that is eligible for Federal-aid Interstate reimbursement. In other words, the State of Oregon could not secure federal aid for such an extensive development as was suggested. The Bureau of Public Roads, however, has approved a landscape program which this Department intends to place under contract and construct. The work is not incompatible with the plan of the "Special Committee" and in no way would prevent the Committee's ideas from being put into effect if and when the City could finance the project.

At present, the pedestrian access to this area is inconvenient and inadequate. We have applied to the Federal Bureau of Public Roads for an additional pedestrian overcrossing so that persons desiring to visit the waterfront could park their vehicles easterly of the freeway and walk a comparatively short distance to the landscaped area. It is not known at this time what the reaction of the Bureau of Public Roads will be.

We hope that everyone concerned realizes that the Highway Commission is not opposed to the Special Committee's plan but that Federal-aid highway funds are not available for such purposes.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe

RLP:ms bbc

COMMISSIONERS
MEL GORDON
DAVID ECCLES
M. JAMES GLEASON

COUNTY OF MULTNOMAH

BOARD OF COUNTY COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND, OREGON 97204

November 6, 1963

NOTED
R. L PORTER

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

My attention has been brought to the existence of a plan for the East Bank Esplanade as prepared by a special committee made up of representatives from the City Planning Commission, Portland Garden Club, American Institute of Architects, the State Highway Department and the City of Portland, which met on May 22, 1963.

I would like to express myself as being extremely hopeful that the plans of the State Highway Department in connection with the East Bank Freeway may take into consideration plans of this committee, and that the ultimate development can provide significant beauty and close-in recreational development for the people of the County.

Please feel free to call upon me if I can be helpful in any way in this connection.

Yours truly,

David Eccles, Commissioner

de:fk

RECEIVED
NOV 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV - 8 1963
OREGON
STATE HIGHWAY COMMISSION

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NOV 21 1963
FOR FILING

Canal
Council
Eastbank Esplanade
Exp. Ope.

Porter

See: Letter
11-15-63

EASTBANK ESPLANADE REPORT

This report prepared at the request of Commissioner Ormond R. Bean, head of the "Special Committee" for the development of the Eastbank Esplanade.

Portland City Planning Commission
June, 1963

EASTBANK ESPLANADE REPORT

This study has been prepared as a result of the "Special Committee" meeting held May 22, 1963, under the direction of Commissioner Ormond R. Bean, for the purpose of determining a desirable development plan for the Eastbank Esplanade. The following were in attendance:

Fred T. Fowler	City Highway Coordinator
William J. Weller	Director of City Traffic Engineering Bureau
Lloyd T. Keefe	Director of City Planning Commission
William E. Haigis	City Planning Commission Staff
Gordon K. Clark	City Planning Commission Staff
Rodney O'Hiser	City Planning Commission Staff
Edward L. Erickson	Administrative Assistant, Park Bureau
Mrs. Richard Robertson . .	Portland Garden Club and Art Commission
Alex Pierce	Architect, American Institute of Architects
Lewis Crutcher	Architect, American Institute of Architects
Francis J. Murnane	
Francis J. Ivancie	Executive Assistant to the Mayor
F. B. Klaboe	Metropolitan Engineer, Oregon State Highway Dept., Portland
Mark H. Astrup	Landscape Engineer, Oregon State Highway Department, Salem
Ormond R. Bean	Commissioner of Department of Finance

The purpose of this study is to present to the City Council a plan for the development of the Eastbank Esplanade.

It is not the intent of this report to discuss details of construction other than those necessary for cost estimating purposes. Rather it is desired to consider, in general, a master plan for development which would be in the best interest of the city, and how this development might be realized. The problems of detailed design for contract purposes should be considered when a general plan has been agreed upon by all those concerned.

CONCLUSIONS

1. The Eastbank Esplanade is worthy of the most extensive and orderly development feasible, and should be executed according to a Master Plan, reflecting this extensive treatment.

2. There should be elements of active use such as a restaurant, boat docking facilities, waterfront stadium, etc. Means of access and adequate parking space must be provided.

Any master plan or program that does not incorporate these essentials, or the means of access to them, will cause the esplanade to be an unused dead area with policing problems. The project should not even be considered unless provision is made for these essentials; without them, the area would best be developed by the planting of trees and shrubs alone, without a means of access.

RECOMMENDATIONS:

1. That the scheme proposed by the Special Committee, and approved by the Oregon Chapter of the American Institute of Architects, be adopted as a Master Plan for the development of the esplanade from the Burnside Bridge to the Hawthorne Bridge, as shown on page 9.

2. That the Oregon State Highway Department develop detailed construction drawings, planting plans, grading plans and specifications, and whatever else is necessary for contract purposes, in accordance with the above Master Plan.

3. That the Special Committee responsible for the plan also be responsible for approving the detailed construction drawings of the Oregon State Highway Department, provided the plan is adopted by the City, and the OSHD agrees to develop the plan in detail.

4. That development of the esplanade be phased in such a way that a portion of the plan might be realized now with the monies available, with other portions to be developed on a minimum basis, acceptable by the OSHD, until a later date. This phasing for construction should be coordinated with the city. (See page 10)

5. That the City of Portland provide a sum of money, approximately $45,000.00, for the construction of a pedestrian overpass from the planned parking area under the Morrison Bridge to the esplanade and the proposed restaurant.

6. That City officials meet with Multnomah County officials in order to get their views on the project and determine the feasibility of their contributing to its development.

DESCRIPTION - SPECIAL COMMITTEE'S PLAN

Beginning from the right side of the plan next to the Fireboat Station, and proceeding in a northerly direction, the comments supplement the sketched proposal on page 9.

Parking is indicated in the general area of Main Street, which will serve the Main Street entry to the esplanade. The State Highway Department has indicated permission to park underneath its overhead structures and there is, as yet, some question as to how much greater an area can be obtained from adjacent properties.

Northward, the generous promenade areas permit large congregation river-viewing social activities, displays and shows, and deck games to indicate just a few of the potentials.

A stadium is indicated north of the promenade; it is sorely needed and could accommodate a variety of performances enacted upon the river on floating barges, stage or boats. The riprap angle of slope affords a natural form for such a facility; however, high water in May and June would render this nearly unusable unless it were raised above the esplanade, allowing pedestrians to pass underneath, or ascend to, the stadium.

Again moving northward, there is indicated a meandering walk system with varying widths and directions to mitigate the narrowness and length. Platform islands on pedestal construction add additional variety to the area and extend the width of promenade. The platforms are set at varying heights and relations to add to comparative privacy and pleasure.

Restrooms and service facilities are stationed at several spots throughout the esplanade. Such an area is shown underneath the Morrison Bridge.

As mentioned earlier, the State Highway Department is in accord with parking provisions to be allowed underneath ramp structures. The major of these "underneath" areas is at the Morrison Bridge, which is also most centrally located in regards the esplanade. It seems proper that access be allowed at this point. To give year around use and surveillance of the esplanade, plus considerable added usage to the area, a restaurant on two levels is proposed. From the restaurant, there would be an outlook to the Marina, highway, esplanade and the City in both directions. The overpass access would serve primarily the park esplanade with the restaurant facilities secondary. A large viewing area adjacent to the restaurant would allow pedestrians a viewpoint without entering the restaurant. The restaurant offers service at the esplanade level.

Northward of the restaurant is another large congregating area with a fountain, reflecting pool and promenade. Added width has enhanced this area.

The Marina utilizes the old existing warehouse wall and would be of the floating variety to accommodate changes of water level. It is not planned to allow commercialism in this area for appearance sake. Boats will be allowed to moor on a metered basis and water skiing may make use of the "T" shaped dock. A river shuttle boat service or sight-seeing tour for the harbor facilities might terminate at the Marina.

The remainder of the esplanade, north of the Marina, is developed much like the area just to the south of the Morrison Bridge, only an additional area has been reclaimed. The tunnel access off Oak Street is very feasible considering the height of the road bed above the esplanade at this point. This would also allow service maintenance at an optimum location in relation to the Main Street entrance.

Trees and shrubs are to be planted generously throughout for the purpose of sound deadening and beauty. Large areas of lawn will add gradiously to the park atmosphere.

COST ESTIMATE:

The total cost for the development of the Eastbank Esplanade, as proposed by the "Special Committee" plan, is $424,687.00. This figure was arrived at by using unit price figures furnished by landscape contractors who have successfully bid on Oregon State Highway Department landscaping projects. A cost breakdown for the project follows:

Paving on Columns		
78,638 sq. ft. @ $2.75 per sq. ft.	=	$ 216,254.50
Paving on Grade		
52,275 sq. ft. @ .54 per sq. ft.	=	28,228.50
Path Paving (on grade)		
23,700 sq. ft. @ .54 per sq. ft.	=	12,798.00
Rockfill		
7,407 cu. yd. @ 3.00 per cu. yd.	=	22,221.00
Fencing		
3,300 lin.ft. @ 2.00 per lin.ft.	=	6,600.00
Walls		
1,180 lin.ft. @ 7.00 per lin.ft.	=	8,260.00
Trees		
188 trees @ 7.00 per tree	=	1,316.00
Topsoil		
4,138 cu. yd. @ 2.50 per cu. yd.	=	8,276.00
Restaurant - Private Monies		

COST ESTIMATE:

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Trees			
188 trees @ 7.00 per tree	=	1,316.00
Topsoil			
4,138 cu. yd. @ 2.50 per cu. yd.	=	8,276.00
Restaurant - Private Monies			

Marina Boat Dock

11,600 sq. ft. @ $3.00 per sq. ft.	=	$ 34,800.00

Lawn and Ground Cover

335,500 sq. ft. @ .25 per sq. ft.	=	83,875.00

Restroom and Service Buildings

5,000 sq. ft. @ 7.00 per sq. ft.	=	35,000.00

Extra Fill

12,780 cu. yd. @ .90 per cu. yd.	=	11,502.00
	TOTAL ..	$424,687.00

PHASING

In order to realize this project, it may be necessary to phase the construction over a period of years. If so, it is suggested that a Phase I include that area from the Main Street access north to the pedestrian bridge from the proposed area under the Morrison Bridge, excluding the stadium, the floating stage and the platform island extensions. The cost figures for this Phase I are as follows:

Paving (on columns)

17,500 sq. ft. @ $2.75 sq. ft.	=	$ 48,125.00

Paving on Grade

28,000 sq. ft. @ .54 sq. ft.	=	15,120.00

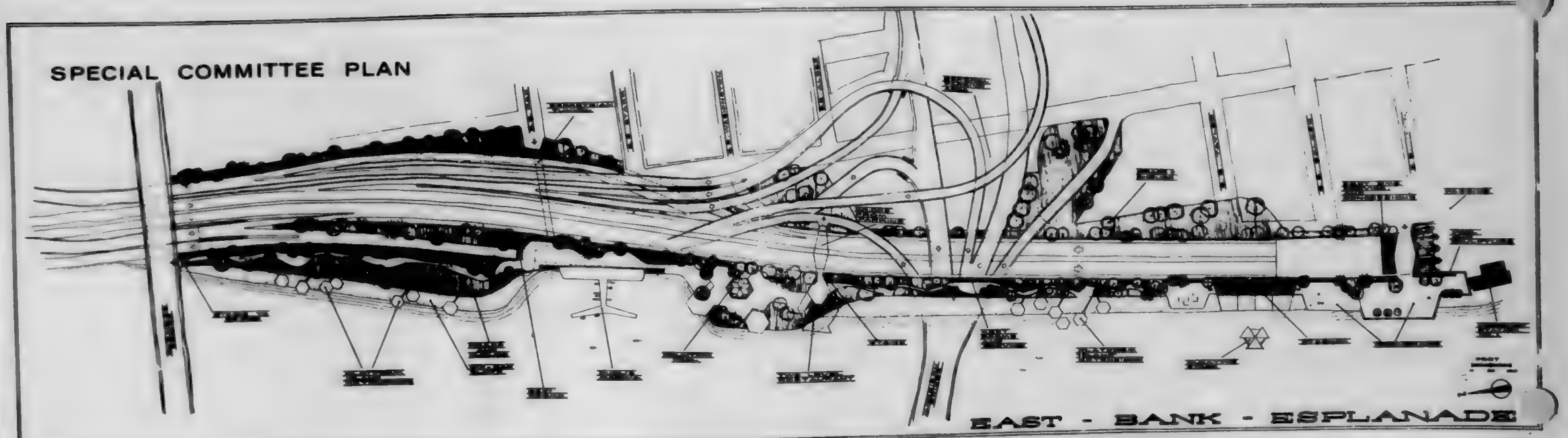
Lawn and Ground Cover

42,500 sq. ft. @ .25 sq. ft.	=	10,625.00

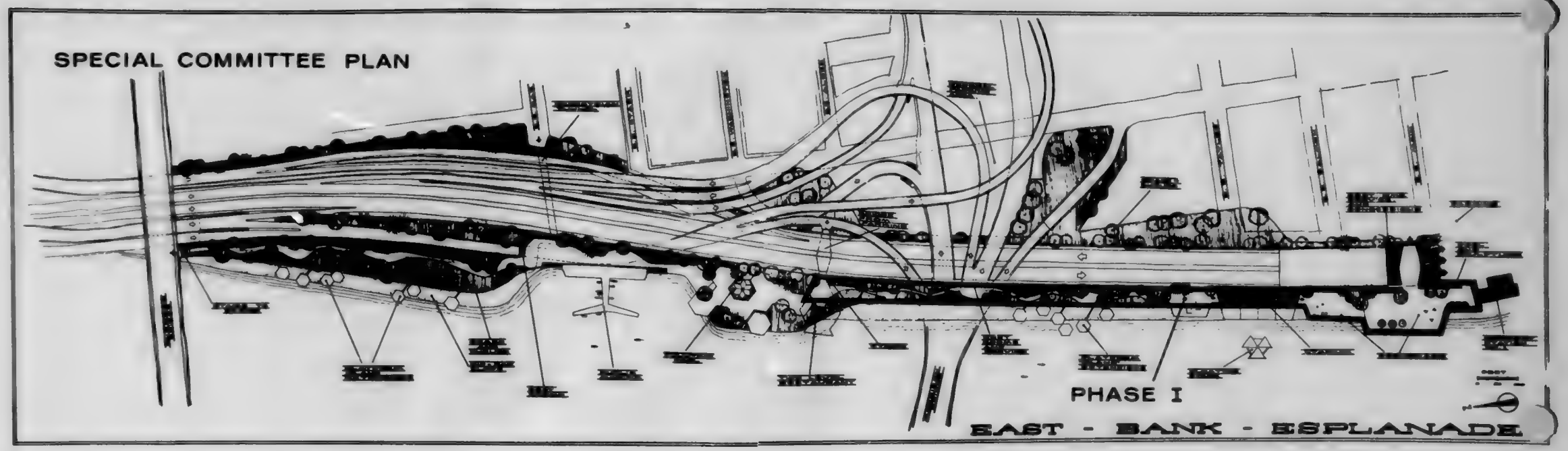
Topsoil				
524 cu. yd.	@	$2.00 per cu. yd.	=	$ 1,310.00
Trees				
54 trees	@	7.00 each	=	378.00
Fencing				
1,080 lin. ft.	@	2.00 per lin. ft.	=	2,160.00
Walls				
1,180 lin. ft.	@	7.00 per lin. ft.	=	8,260.00
Restrooms and Service Buildings				
4,550 sq. ft.	@	7.00 per sq. ft.	=	31,850.00
			TOTAL	$ 117,828.00

Portland City Planning Commission
Job Number 5814
June 21, 1963

SPECIAL COMMITTEE PLAN



EAST - BANK - ESPLANADE


SPECIAL COMMITTEE PLAN
PHASE I
EAST - BANK - ESPLANADE

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NOV 15 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 12, 1963
Salem, Oregon

SUBJECT: East Bank Esplanade
East Bank Freeway

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

Herewith data and correspondence from Mr. Fred Klaboe on the subject section. This office has no fight with the estimate as revised by the Metropolitan office except the latrine cost of $7.00 sq. ft. should be nearer $25.00 or $30.00 sq. ft. This would only increase the estimate some $100,000.

Mr. Klaboe has asked that you be made aware of this data and wishes an answer to Orman Bean's letter of August 5th regarding what action the City should take in presenting this report to the Highway Commission.

Please notify this office if any further information on our part is desired.

F.D. Morgan
Construction Engineer

By D. J. Barbee

D.J. Barbee
Assistant Construction Engineer

DNS:jp
Attachments

RECEIVED
NOV 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

FORM 2-732

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 6, 1963

NOTED
LLOYD P. SHAW

Mr. G. J. Lindstedt
Chief of Operations
CITY OF PORTLAND
City Hall
Portland, Oregon 97204

RE: Eastbank Esplanade

Dear Mr. Lindstedt:

Mr. Keefe's report to Commissioner Bean on the Esplanade meetings held on September 27 and October 30, 1963 is not entirely correct. Enumerated below is my version of several of the items covered in this letter.

1. We did find a difference of $.50 per square foot for paving on columns. However, it was also pointed out that our figure was based on minimum pedestrian loading (85 pounds per square foot live load) and short piling length (50 feet). If these loadings were to be increased by landscaping or a decorative treatment or if future investigation proves that the pile lengths should be increased, our estimated figure would increase considerably.

2. We did find a large error in your report for the amount of rock and earth fill that would be required near the Burnside Bridge. In terms of money, this error did amount to about $270,000.00 and we did discuss the possibility of substituting paving on columns. However, we did not agree that the paving on columns could be done "for considerably less". We stated that it might be done for less depending upon investigation of foundation conditions and upon the design loading.

3. The Phase One estimate is listed correctly. However, the elimination of engineering and contingencies fees from the estimates could be misleading.

NOTED
LLOYD P. SHAW

4. The estimate for the total project does not check our figures. Your estimate was $469,151.00 and ours for the same work was $770,493.00. Both figures do not include any allowance or any engineering and contingency fees.

As stated under Number 2, it might be possible to reduce our figure by the substitution of paving on columns for rock and earth fill.

5. I did submit cost estimates to Salem for their evaluation and a copy of these estimates is enclosed. As stated by Mr. Keefe, I called attention to the possibility of effecting cost reductions in fill areas. It was also pointed out to Mr. Keefe and to my colleagues that I had prepared this estimate using available field data, that I believed it was fairly accurate, but that to obtain a really accurate estimate would entail expenditure of considerable surveying funds which I was not authorized to do. Incidentally, survey and foundation investigation funds are also not included in this estimate. Mr. Keefe pointed out that the Esplanade design was a fluid thing, subject to alterations and/or reductions which tends to make any estimate at this time preliminary in nature.

6. Naturally, I cannot speak for the State Highway Commission and, therefore, the statement that both agencies are in agreement in principle that the plan is worthwhile may or may not be correct. I don't know how our commission feels. I personally have slight misgivings about the possibility of developing an attractive nuisance that would have to be screened from the highway which would also screen some of the west side from view of the motorist. I freely admit, however, that I know of no comparative situation lending support to this premise. Another thing that I am concerned about is the noise level that would be created by passing trucks. This again may be of no consequence. There is no doubt in my mind, however, that a development such as this along the Willamette is needed, and that the construction of the Eastbank Freeway has afforded an opportunity for the development.

7. Mr. Keefe emphasizes too strongly that we believe that cost differences are eliminated. Again, they might be brought closer together for the reasons stated under 2 above.

Very truly yours,

[illegible]

F. B. Klaboe
Metropolitan Engineer

FBK:sb

cc Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. Mark Astrup

RECEIVED
NOV 12 1963
OFFICE OF
STATE HIGHWAY ENGR.

FORM E-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 31, 1963

SUBJECT: Eastbank Esplanade
Eastbank Freeway

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. D. J. Barbee

Last May Mr. Astrup and I attended a meeting of a special committee under the direction of Ormond R. Bean. This meeting was called to determine the direction that the City would take toward the development of an expanded Eastbank Esplanade recreation facility.

Subsequent to this meeting the Portland City Planning Commission under the direction of Mr. Lloyd Keefe prepared an estimate of the cost of such a development. This report was forwarded to me on August 5 by Commissioner Bean, and on August 9 I answered Commissioner Bean's letter of transmittal stating that I objected to the statement on page 2 of the report which recommended that the State Highway Department take charge of the entire project. At this time I also requested information from Commissioner Bean to substantiate the cost estimate shown on pages 6, 7 and 8 of the report. Mr. Bean later wrote and advised me that he would set up a meeting with Lloyd Keefe and supply me with this information. (Copies of pertinent correspondence are enclosed). They did not get around to supplying this information until the latter part of September. Furthermore, the information that they did supply was very sketchy and, in our opinion, did not support the estimates used.

We have, therefore, made a second estimate based on the proposals of the City. Our work on this estimate does not have the benefit of any further investigation and, as such, can only be considered preliminary in nature. However, we feel that it is far more comprehensive and accurate than the estimate supplied by the City Planning Commission. In order that you thoroughly understand the plan and proposals, I am forwarding the following information:

1. Four copies of 1"-50' scale map of the proposed esplanade. One of the copies is a working copy and contains certain information that may be of value in understanding how we proceeded.

2. Four copies of a report entitled "The Eastbank Esplanade Report".

NOTED
LLOYD P. SHAW

3. Four copies of our cost estimate compared with the City's estimate for each of the items appearing in the esplanade report.

4. Four copies of a cost estimate for phase one of the proposal and a comparison of the estimate prepared by the Planning Commission and shown in the esplanade report.

5. One copy of earth work computations for the fill proposed between S. E. Oak Street and the Burnside Bridge.

6. One copy of cross-sections covering the proposed fill.

7. Copies of scratch notes and sketches used in our estimate.

It should be noted here that the proposals of the City encroach on the easterly harbor line of the Willamette River in several locations. It should also be noted that the estimates do not take into account the construction of a pedestrian tunnel at S. E. Oak Street, a pedestrian overpass at S. E. Alder, the two-level restaurant, the floating stage, or the stadium. They also do not contain any provisions for sculpture, pools or decorative effects that might be desirable. Furthermore, they have used pedestrian loading only for the concrete prominades and platforms. If these structures are to be landscaped or decorated, the designed loading would have to be increased and new costs prepared to reflect the increased loading. I have been told by Mr. Keefe that this is probably the case. Under the circumstances, our unit cost for the paving on columns of $3.25 is undoubtedly low.

The rock fill proposed in the area between S. E. Oak Street and the Burnside Bridge was estimated by the City as resting on a flat surface extending westerly from the low water line of the Willamette River. The large discrepancy in their estimate and ours on this item results from the fact that the river in this vicinity drops quite steeply to an elevation of almost minus 40. This error in the City's report also accounts for the increased cost of the extra fill behind the rock fill. Furthermore, they assumed that the extra fill could be pumped in from the river. We do not believe that the material lying in the river at this location would be suitable, and have estimated it for imported granular material.

The price of the wood float was obtained from Caulfield & Caulfield, Construction Engineers, who are experienced in constructing these facilities. Most of the other items are fairly close and need no elaboration.

It should also be brought to your attention that there is no allowance on either the City's or the State's quantities. The City did not even add anything for engineering and contingencies which is shown on our estimate.

Although the City Council has approved the esplanade report, they have not adopted any method of financing. They have advised me that it is their intention to contact the State Highway Commission and to request participation on some unknown ratio by the State. They would also attempt to acquire some funds from Multnomah County.

During the meeting held on August 28 in the Congress Hotel, with Messrs. Jackson, Fridley, Cooper, Porter, Bowes, Bean, Earl, Schrunk, Grayson, French, Parsons and others in attendance, the question of this esplanade was raised. Mayor Schrunk made a strong plea for the benefit of the Bureau representatives for inclusion in the Eastbank project the pedestrian overcrossing and tunnel on an Interstate matching ratio. To support his contention, he stated that prior to the construction of the Eastbank Freeway the east bank of the Willamette River was fully accessable throughout the length of the proposed esplanade. Many people used to come down and sit on the bank, eat their lunches, or fish, or just meditate, and since the construction of the freeway through this area one no longer can take advantage of this privilege. He was backed up in his discussion by Commissioner Jackson and others. Mr. French, speaking for the Bureau, stated that the door leading to the construction of these facilities was not closed but that it could be added on a participating basis if there was justification.

There was no question in my mind that the City of Portland earnestly desires an improvement such as that shown here. It was obvious that they do not have any funds to finance it.

Since our estimate is so much larger than the one prepared by the City Planning Commission, I met yesterday with Mr. Fowler, Mr. Keefe and Mr. Haigis of the City and went over our estimate with them. They had no quarrel with our figures and agreed with us, after lengthy discussion, that even our estimate was undoubtedly low. It was brought out at this meeting that it would be cheaper to construct a concrete platform on piling in lieu of the proposed fill between S. E. Oak Street and the Burnside Bridge. This work, of course, would depend on adjacent investigation of the river bottom and upon the designed loading.

It should also be pointed out that much of the property that would be occupied by this facility was purchased with Interstate funds and that the Bureau of Public Roads would have to release these areas in order for the State to make them available to the City. Furthermore, there may be elements of "attractive nuisance" in the plan which might require the State to screen the area from the highway with a living fence of some type. Such a screen would, in my opinion, be objectionable inasmuch as it would to some degree blank out the west skyline and the Willamette River from view.

In conclusion, I would like to go on record as stating that the estimate prepared by this office might well be rounded off to a figure of $1,000,000, depending on certain unknown features—it could go even higher. In complete fairness to the City planners, the plan might be changed or cheapened to the tune of several hundred thousand dollars if investigation of the river bottom proved that short piling would carry the load of a concrete platform substituted for the fill. Nevertheless, I'll have to stick with my estimate for now.

I believe that both Mr. Shaw and Mr. Cooper are interested in this report and analysis and recommend that it be discussed with them in the near future. Following this discussion, I should be advised how to answer the question posed in the last paragraph of Mr. Bean's letter of August 5, 1963.

Original Approved by F. B. Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK:sb

Enclosures

cc Mr. Lloyd P. Shaw
Mr. James H. Versteeg
Mr. Mark Astrup

RECEIVED
NOV 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

EASTBANK ESPLANADE
PHASE I
COST ESTIMATE & SUMMARY

OCTOBER, 1963
F. B. KLABOE

ITEM	NET QUAN.	UNIT	UNIT COST	CITY COST	STATE COST
Paving On Columns				48,125.00	
City Report	17,500	Sq. Ft.	2.75		61,750.00
State Estimate	19,000	Sq. Ft.	3.25		
Paving On Grade				15,120.00	
City Report	28,000	Sq. Ft.	0.54		[illegible]
State Estimate	29,550	Sq. Ft.	0.54		
Path Paving (On Grade)				-	
City Report	-	-	-		[illegible]
State Estimate	11,125	Sq. Ft.	0.54		
Lawn & Ground Cover				10,625.00	
City Report	42,500	Sq. Ft.	0.25		8,300.00
State Estimate	41,500	Sq. Ft.	0.20		
Topsoil				1,310.00	
City Report	524	Cu. Yd.	2.00		1,920.00
State Estimate	768	Cu. Yd.	2.50		
Trees				378.00	
City Report	54	Each	7.00		378.00
State Estimate	54	Each	7.00		
Fencing				2,100.00	
City Report	1,000	Lin. Ft.	2.00		1,400.00
State Estimate	700	Lin. Ft.	2.00		
Walls				8,200.00	
City Report	1,180	Lin. Ft.	7.00		5,000.00
State Estimate	250	Lin. Ft.	20.00		
Restrooms & Service Buildings				31,850.00	
City Report	4,550	Sq. Ft.	7.00		31,850.00
State Estimate	4,550	Sq. Ft.	7.00		
		SUBTOTALS		117,828.00	[illegible]
ENGINEERING & CONTINGENCIES				-	[illegible]
City Report					
State Estimate					
		TOTALS		117,828.00	[illegible]

EASTBANK ESPLANADE
COST ESTIMATE & SUMMARY

OCTOBER, 1963
F. B. KLABOE

ITEM	QUANTITY	UNIT	UNIT COST	CITY COST	STATE COST
Paving on Columns					
City Report	78,638	Sq. Ft.	2.75	216,254.50	
State Estimate	79,500	Sq. Ft.	3.25	*	258,375.00
Paving On Grade					
City Report	52,275	Sq. Ft.	0.54	28,228.50	
State Estimate	51,500	Sq. Ft.	0.54		27,810.00
Path Paving (On Grade)					
City Report	23,700	Sq. Ft.	0.54	12,798.00	
State Estimate	24,800	Sq. Ft.	0.54		13,392.00
Rock Fill					
City Report	7,407	Cu. Yd.	3.00	22,221.00	
State Estimate	93,000	Ton	2.55		237,150.00
Fencing					
City Report	3,300	Lin. Ft.	2.00	6,600.00	
State Estimate	700	Lin. Ft.	2.00		1,400.00
Walls					
City Report	1,180	Lin. Ft.	7.00	8,280.00	
State Estimate	250	Lin. Ft.	20.00 (8-10' Wall Price)		5,000.00
Trees					
City Report	188	Each	7.00	1,316.00	
State Estimate	188	Each	7.00		1,316.00
Topsoil					
City Report	4,138	Cu. Yd.	2.00	8,276.00	
State Estimate	3,700	Cu. Yd.	2.50		9,250.00
Marina Boat Dock					
City Report	11,600	Sq. Ft.	3.00	34,800.00	
State Estimate					36,400.00
a. Concrete	7,200	Sq. Ft.	3.25		
b. Wood Float	4,400	Sq. Ft.	3.50	(Caulfield & Caulfield Construction Engrs.)	
Lawn & Ground Cover					
City Report	335,500	Sq. Ft.	0.25	83,875.00	
State Estimate	335,500	Sq. Ft.	0.20		67,100.00
Restroom & Service Building					
City Report	5,000	Sq. Ft.	7.00	35,000.00	
State Estimate	5,000	Sq. Ft.	7.00		35,000.00
Extra Fill					
City Report	12,730	Cu. Yd.	0.90	11,502.00	
State Estimate	46,000	Cu. Yd.	1.65		75,900.00
		SUBTOTALS		469,151.00	770,...
ENGINEERING & CONTINGENCIES					
City Report					
State Estimate @ 20%					154,...
		TOTALS		469,151.00	924,...

* Minimum figure - not enough information on design - probably lar...

** Does not include any allowance.

DEPARTMENT OF FINANCE

BUDGET
BUREAU OF PARKS
BUREAU OF SHOPS
BUREAU OF LICENSES
EMPLOYEE RELATIONS
OFFICE OF CITY TREASURER
REAL ESTATE TRANSACTIONS
BUREAU OF PROPERTY CONTROL
BUREAU OF LIGHTING AND POWER
BUREAU OF PURCHASES AND STORES

CITY OF PORTLAND
OREGON

ORMOND R. BEAN
COMMISSIONER

August 12, 1963

Mr. F. B. Klaboe
Metropolitan Engineer
Oregon State Highway Dept
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Klaboe:

The report on the Eastside Esplanade was written by Lloyd Keefe, Director of the Planning Commission, and his staff, in conjunction with the representatives of the committee after the May 22 meeting.

You probably remember that it was necessary for me to leave the meeting before the discussion was finished and that I asked Mr. Keefe to continue the meeting and to have a report prepared.

I am sure that there was no intention to change or control the Highway Department detailed construction drawings but to plan and work out the general scheme so that future development could follow approximately the master plan.

I am referring your letter to Mr. Keefe for further study of the wording of that part of the report and also to arrange to discuss with you the estimates used.

Very truly yours,

O. R. Bean

COMMISSIONER OF FINANCE

NOTED
LLOYD P. SHAW

ORB:lm

Send cc to Morgan Astrup

MK.

2-15-63 cb

KBG

Re: [illegible]

B/[illegible]

S-17

Mr. Osmond L. [illegible]
Chief Assistant to [illegible]
Office of [illegible]
City Hall
Fortbania, [illegible]

Dear Mr. [illegible]

[illegible] your letter of [illegible] to this office on August 2[illegible] requesting [illegible].

[illegible]

[illegible]

Very truly yours,

[illegible] F. B. Kindon
[illegible]
Legislative Counsel

NOTED
J. M. CARTWRIGHT

[illegible]:sb

cc: Mr. Lloyd P. Shaw
Mr. F. L. Newman
Mr. Mark Anders

K

NOTED
LLOYD P. SHAW

[illegible]

DEPARTMENT OF FINANCE

BUDGET
BUREAU OF PARKS
BUREAU OF SHOPS
BUREAU OF LICENSES
EMPLOYEE RELATIONS
OFFICE OF CITY TREASURER
REAL ESTATE TRANSACTIONS
BUREAU OF PROPERTY CONTROL
BUREAU OF LIGHTING AND POWER
BUREAU OF PURCHASES AND STORES

CITY OF PORTLAND
OREGON

ORMOND R. BEAN
COMMISSIONER

August 5, 1963

Mr. F. B. Klaboe
Metropolitan Engineer
Oregon State Highway Dept
Portland, Oregon

Dear Mr. Klaboe:

The attached report of the Special Committee on Eastbank Esplanade general plan was adopted by the City Council as recommended in the attached report of the Commissioner of Finance to the Council.

We would welcome suggestions on how we should proceed from here. Should a report go to the Secretary of the Highway Commission for consideration of the Commission, or should we wait until you have studied the situation with Mr. Astrop, or have you determined that it should go to the Highway Commission?

Very truly yours,

Ormond R. Bean

COMMISSIONER OF FINANCE

ORB:lm

NOTED
LLOYD P. SHAW

June 21, 1963

TO THE COUNCIL:

Your Commissioner of Finance herewith submits a report of the "Special Committee" established to study the development of the Eastbank Freeway landscaping and development possibilities and to make recommendations to the City Council for its consideration.

This report contemplates a "Master Plan Program" for the area between the Hawthorne and Burnside Bridges, the Eastbank Freeway and the Willamette River.

The "Master Plan" is recommended as a worthwhile and much needed [illegible] development of the Eastbank Esplanade [illegible] upon certain conditions of construction for the freeway itself, and to be carried out as funds become available through possible City, County and Oregon State highway allotments of funds.

Your Commissioner recommends that the report of the "Special Committee" be adopted as a proper matter to be assigned to a public hearing before the City Council July 17, 1963, 9:30 a.m.

Respectfully submitted,

COMMISSIONER OF FINANCE

ORB:lm

NOTED
LLOYD P. SHAW

RECEIVED
NOV 7 1963
FOR FILING

November 7, 1963

Mr. Ray Smith
City Auditor
City of Portland
Portland, Oregon

Dear Mr. Smith:

This will acknowledge your letter of November 6 to which was attached a copy of a letter from Donald V. McCallum to the Honorable Ormond R. Bean concerning development of the Eastbank Esplanade.

Copies of Mr. McCallum's letter are being sent to the Highway Commission members and to Mr. Forrest Cooper, State Highway Engineer.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Commissioners
Forrest Cooper (Orig. with file)

FQ:fkn

RECEIVED
NOV 18 1963
FOR FILING

I.S-6(41) 301
6576

November 6, 1963

Mr. Donald V. McCallum, President
Portland Chamber of Commerce
621 S.W. Fifth Avenue
Portland, Oregon 97204

Dear Mr. McCallum:

Please be advised that the City Council Wednesday, November 6, 1963, placed on file as a matter of record your communication urging continued negotiation with the State Highway Commission on their proposed plan for the Eastbank Esplanade, and directed that a copy of your communication be sent to the Oregon State Highway Commission, Salem, Oregon.

We have this day transmitted a copy of your communication to Mr. Floyd Quary, Secretary of the Oregon State Highway Commission, Salem, Oregon.

Yours very truly,

Auditor of the City of Portland

RKK:mm
cc to Floyd Quary
Cal. #3804

OFFICE OF CITY AUDITOR

RAY SMITH
CITY AUDITOR

CITY OF PORTLAND
OREGON

November 6, 1963

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Oregon State Office Building
Salem, Oregon

Dear Mr. Query:

Enclosed please find copy of communication from Donald V. McCallum, President, Portland Chamber of Commerce, urging continued negotiation with the State Highway Commission on their proposed plan for the Eastbank Esplanade which the Council directed we send to you.

Yours very truly,

Auditor of the City of Portland

RLM:mm
Encl.
Cal. #3804

NOTED
FLOYD QUERY

RECEIVED
NOV - 7 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 31 1963
FOR FILING

PORTLAND CHAMBER OF COMMERCE
PORTLAND 4, OREGON

EXECUTIVE OFFICE

October 29, 1963

Glenn L. Jackson, Chairman
State Highway Commission
c/o Pacific Power & Light Co.
Medford, Oregon

Exp. Co. 22[illegible]

Dear Mr. Jackson:

At a recent meeting, the Portland Chamber of Commerce approved in principle a plan for the Eastbank Esplanade as prepared by a special committee made up of representatives from the City Planning Commission, Portland Garden Club, American Institute of Architects, the State Highway Department and the City Commission, which met on May 22, 1963.

The Chamber feels that this is not only an opportunity for close-in recreational development for the benefit of Portland people, but also an opportunity to beautify and make usable the East bank of the Willamette River.

We are aware that this is at some variance with the plan of development which is presently being considered by the State Highway Department in connection with the Eastbank Freeway. However, we believe it important enough to give additional study and to urge other interested bodies to give it like consideration. We, therefore, urge continued negotiation to try to arrive at a meeting of minds on this subject more nearly in line with the recommendations of the City Planning Commission.

Sincerely,

Donald V. McCallum

Donald V. McCallum
President

RECEIVED
OCT 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

DVMcC:mk

cc: Kenneth H. Fridley, Wasco
David B. Simpson, Portland
State Highway Commission
Forrest Cooper, State Highway Engineer
Salem, Oregon

RECEIVED
OCT 30 1963
OREGON
STATE HIGHWAY COMMISSION

PORTLAND CHAMBER OF COMMERCE

PORTLAND 4, OREGON

EXECUTIVE OFFICE

October 29, 1963

Honorable Ormond R. Bean
City Commissioner
City Hall
Portland, Oregon

Dear Mr. Bean:

At a recent meeting, the Portland Chamber of Commerce approved in principle a plan for the Eastbank Esplanade as prepared by a special committee made up of representatives from the City Planning Commission, Portland Garden Club, American Institute of Architects, the State Highway Department and the City Commission, which met on May 22, 1963.

The Chamber feels that this is not only an opportunity for close-in recreational development for the benefit of Portland people, but also an opportunity to beautify and make usable the East bank of the Willamette River.

We are aware that this is at some variance with the plan of development which is presently being considered by the State Highway Department in connection with the Eastbank Freeway. However, we believe it important enough to give additional study and to urge other interested bodies to give it like consideration. We, therefore, urge continued negotiation to try to arrive at a meeting of minds on this subject more nearly in line with the recommendations of the City Planning Commission.

Sincerely,

Donald V. McCallum

Donald V. McCallum
President

DVMcC:nk

cc: Mayor Terry D. Schrunk

Lloyd T. Keefe, Director of Planning
City Planning Commission

7140
Park Bureau

SWS

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OCT 16 1963
FOR FILING

I-5-1.(41) 301
45716

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1963

SUBJECT:

To: Mr. R. L. Porter
Deputy State Highway Engineer
B U I L D I N G

The following are the estimates for roadside improvement and fencing as requested for the Minnesota and East Bank Freeways. The estimates have been summarized but a detailed breakdown is available if required.

MINNESOTA FREEWAY (No. Columbia Blvd.-Present Inter.)

Trees, shrubs & groundcovers	$225,125	
Lawn	21,000	
Irrigation	228,176	
Topsoil & Mulch	52,250	
Paving strip at base of slopes	9,000	
Total	$535,551	
12½% engineering	66,944	
Total		$602,495

MINNESOTA FREEWAY (Union-Swift Rd. Inter.-No. Columbia Blvd.)

Trees, shrubs & groundcovers	$ 88,135	
Lawns	7,800	
Irrigation	63,841	
Mulch & Topsoil	18,750	
Total	$178,526	
12½% engineering	22,315	
Total		$200,841

EAST BANK FREEWAY (Oak St.-E. Morrison Br.)

Trees, shrubs & groundcovers	$ 41,385
Lawn	1,900
Irrigation	29,547
Mulch & Topsoil	8,075
Paving strip base of slopes	9,400
Total	$ 89,907
12½% engineering	11,238
Total	$101,145
contracts awarded Inc Engr.	107,191
Total	208,336

F. D. Morgan
Construction Engineer

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OCT 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-49—30M—8-59

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Protection
Eastbank & Minnesota Freeways

Item	Unit	Minnesota Fwy		Eastbank Fwy	Total	Cost	Amount
6' Chain Link Fence	Lin Ft	15480		30100	45580	2.25	$ 170,055
Metal Guard Rail	Lin Ft	9850		10650	20500	2.50	51,250
Median Barrier	Lin Ft	15700		12200	27,900	3.75	104,625
Median Barrier	on Structure	2200		3500	5700	6.00	34,200
						Total	$ 360,130

Fence 170,055 + 20% E&C = $ 204,066

Guard Rail 51,250 + 20% E&C = $ 61,500

Median Barrier 104,625 + 20% E&C = $ 125,550

Median Barrier on Structure 34,200 + E&C = $ 41,040

Total + E&C $ 432,156

RECEIVED
OCT 10 1963
FOR FILING

STATUS OF EASTBANK FREEWAY ESPLANADE
October 9, 1963

Background material on this subject appears to be quite extensive and not complete. There are several questions regarding Bureau of Public Roads' participation which remain to be answered. These do not affect the City's plan for development of the esplanade area. A brief summary of documentary items follows:

Memorandum from G. M. Williams (BPR) to B. M. French, August 11, 1959: Mr. Williams states that participation in the 20- to 25-foot wide esplanade is permissible on the basis that this is an economic approach to disposal of waste material. Mr. Williams' statement includes an unspecified treatment of landscaping and also includes sidewalk and fence. A Division communication dated August 21, 1963, Parsons to Cooper, indicates that the sidewalk from Burnside to Oak Street is nonparticipating. This is one of the conflicts mentioned in the first paragraph. The Williams letter specifically refuses participation in cost of 20 feet extra of width of esplanade as requested by the City but leaves the door open for this work to be done under the interstate contract, with the State and/or City to pick up the cost.

Under the State-City agreement, additional width (approximately 20 feet) is to be provided along the esplanade from about Washington to Taylor Street. As its share in the work, the City is to contribute $20,000 toward the expense incurred in this construction.

The City's Eastbank Freeway Esplanade Report (Master Plan, June 1963) shows improvements in excess of those contemplated by the State; all the way from Burnside to Main Street. The City's estimate of this improvement is $425,000. We regard this as low. The City's embankment figures appear unreasonably low, and the area of piling with concrete deck appears more than shown in the estimate. The City's map is so small in scale and so inaccurate that good estimates cannot be worked up.

The State contract for roadside improvement of North Russell Street-S. E. Oak Street covers the esplanade only from Burnside to Washington. Our plans appear to be in reasonable conformance with the City master plan.

****

A more complete breakdown of material from which the forgoing recapitulation is derived follows:

August 11, 1959, G. M. Williams to B. M. French: Mr. Williams mentioned a prior Division communication which gave tentative approval of a 20- to 25-foot wide esplanade approximately 3300 feet in length. This approval had been based on disposal of anticipated waste material in the most economical manner. The 20- to 25-foot esplanade mentioned is not the extra width section between Oak and Main Streets. Mr. Williams also mentions Division's prior consideration of a six-foot walk and six-foot chain link fence along the freeway and possible stairway

connections at the Morrison and Burnside Bridges. His letter indicates the City was to finance any stairways, but apparently he includes the sidewalk and chain link fence as part of the interstate participating items. In regard to this, he mentions that the estimated cost including walk, fence, and landscaping was less than the next most economical disposal area. Mr. Williams concurs with the Division office approval of interstate financing for the narrow esplanade (20- to 25-foot); apparently complete with sidewalk, fence, and landscaping. He also refers to a State request for an additional 20 feet of width along the esplanade from Washington Street to Salmon Street. This is estimated to cost $55,000 for borrow material only, with additional costs which Mr. Williams states are not definitely set forth in the prior Bureau communication. Mr. Williams makes reference to the State's not intending to construct a sidewalk but asking that landscaping on the widened esplanade be made participating. Mr. Williams concludes that while approval of the nonparticipating portion of the project is acceptable, no justification for participation by the Federal Government in the 20-foot widening can be justified. made.

Minutes of the Oregon State Highway Commission
November 5, 1959

Mr. W. C. Williams explained that the City is unhappy with a 20-foot esplanade, and the landscape area which provides only shrubs and a footpath; the City would prefer addition of a lawn. To widen the esplanade 20 feet as requested by the City, to construct an attractive fence along the river bank, and to develop acceptable landscaping would cost approximately $82,000.

The City of Portland, at a prior meeting which Mr. Williams mentions, agreed to the contribution of $20,000 toward construction of the wide esplanade and related facilities. The Commission agreed that the State would contribute $60,000.

A letter from Paxson to Lindas dated December 14, 1959, outlines the general terms of the agreement to be drawn up for City-State approval in regard to construction of a widened esplanade.

Agreement

Under date of August 16, 1960 (Second Supplemental Agreement), the City shall participate in the actual total cost of the esplanade (does not state width) from Washington to Taylor Street. Construction mentioned in this regard includes either by word or by cross section the following items: Embankment, sand or gravel fill, rock toe embankment. No mention is made in this agreement of landscaping or fencing. The agreement provides that the City shall, upon completion of the City's portion, pay to the State $20,000 as its share.

October 9, 1963

Status of Eastbank Freeway Esplanade

City of Portland Eastbank Esplanade Report by the Portland City Planning Commission, dated June, 1963.

The master report sets forth recommendations in regard to construction drawings, planting plans, grading plans, and specifications. It also provides that the special committee responsible for this master plan be responsible for approval of construction drawings made by the Oregon State Highway Department. It also provides that the City commit $45,000 to the construction of a pedestrian overpass from the parking area under the Morrison Bridge ramps to the esplanade. The master plan includes an estimate of costs totaling $424,687; also included is a small scale map showing the plan proposed by this special committee in the master plan.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

RECEIVED
OCT 4 1963
FORM E-80 50M 8-62 42906
FOR FILING
I-5-6(11) 201
6-70

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1963

SUBJECT:

To: MEMO TO FILE

On this date, I had a meeting with William A. Bowes, Commissioner of Public Works, City of Portland, in my office. Several items in the Portland area were discussed as follows.

We discussed the matter of alternate routes for Highway 205 but no conclusions were reached, as at that time no decision had been made by the City Council of Lake Oswego. The matter will be discussed at a later date.

The matter of a change in the esplanade along the East Bank Freeway was discussed. Mr. Bowes stated that the Mayor was proposing a substantial change involving an expenditure somewhere between $200,000 and $400,000. Mr. Bowes stated that the original agreement wherein the State was to put up $20,000 was, as far as he knew, still in effect.

We discussed the matter of landscaping and plantings on the Portland freeway system. No decision was reached.

We discussed the Portland traffic study and the relations of the Technical Committee with the Highway Department. This will be the subject of further exploration at a meeting of the Technical Committee to be held on October 4, which I will attend.

Forrest Cooper
State Highway Engineer

FC:fn

cc Mr. William A. Bowes

RECEIVED
AUG 26 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 21, 1963

By:
G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-6(45)302
N. Russell St. - S.E. Oak St. Unit
East Bank Freeway Section
Roadside Improvements

Reference is made to our P.S. & E. approval memorandum dated August 5, 1963 and to your Revision Letter No. 1 to Prospective Bidders, dated August 16, 1963; both relative to subject project.

Your revision letter has adequately clarified your plans and specifications for this project work and approval as revised is hereby given.

We do wish to make some comments relative to the revisions. The esplanade walk is a non-participating item per our determination made a matter of record during 1959. Our anticipation was that all asphaltic concrete paving would be done under the existing paving contract for the Shaver-Morrison Section. Therefore the estimated 105 ton of class "C" asphaltic concrete and 3/4"-0 material in foundation course, which remain in this contract, will not be participating items.

NOTED
LLOYD P. SHAW

Also in our discussion of August 8th with Mr. Astrup in his office, it was not our intent to suggest prohibition of plastic pipe. Rather our point was to use a designated "class" of rigid PVC pipe instead of "Schedule 40" pipe. We believe plastic pipe, for that portion of an irrigation system where there is no extreme water pressures or surges, has definite advantages and should be allowed. It is without question that plastic pipe is the thriftiest of all piping materials for this purpose. Being non-metallic, it will not rust. It is the fastest to install, reducing the high cost of labor, and also yields greater flow capacities for comparable inside dimensions over steel pipe.

We realize it is probably too late to work this into the specifications but perhaps you may want to make this change through a price agreement after contract is awarded. We will not approve subsequent irrigation projects which do not permit use of plastic pipe unless there are adequately supported reasons to the contrary.

original To
Decker
8-23-63

RECEIVED
AUG 19 1963
FOR FILING

DEPARTMENT OF FINANCE
BUDGET
BUREAU OF PARKS
BUREAU OF SHOPS
BUREAU OF LICENSES
EMPLOYEE RELATIONS
OFFICE OF CITY TREASURER
REAL ESTATE TRANSACTIONS
BUREAU OF PROPERTY CONTROL
BUREAU OF LIGHTING AND POWER
BUREAU OF PURCHASES AND STORES
6576

CITY OF PORTLAND
OREGON

ORMOND R. BEAN
COMMISSIONER

August 12, 1963

Mr. F. B. Klaboe
Metropolitan Engineer
Oregon State Highway Dept
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Klaboe:

The report on the Eastside Esplanade was written by Lloyd Keefe, Director of the Planning Commission, and his staff, in conjunction with the representatives of the committee after the May 22 meeting.

You probably remember that it was necessary for me to leave the meeting before the discussion was finished and that I asked Mr. Keefe to continue the meeting and to have a report prepared.

I am sure that there was no intention to change or control the Highway Department detailed construction drawings but to try and work out the general scheme so that future development could follow approximately the master plan.

I am referring your letter to Mr. Keefe for further study of the wording of that part of the report and also to arrange to discuss with you the estimates used.

NOTED
LLOYD P. SHAW

Very truly yours,

Ormond R. Bean
COMMISSIONER OF FINANCE

ORB:lm Shaw

Send cc to Morgan Astoria

MK.

RECEIVED
AUG 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 13 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, Chairman
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I 5-6 (41) 201

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 9, 1963

Mr. Ormond R. Bean
Commissioner of Finance
CITY OF PORTLAND
City Hall
Portland, Oregon

Dear Mr. Bean:

Reference is made to a report forwarded to this office on August 5, 1963, entitled, "The Eastbank Esplanade Report".

On page 2 of this report you state that a recommendation of the esplanade committee was that the State Highway Department develop detail construction drawings, et cetera, in accordance with the master plan. I do not remember this particular item being discussed at the meeting held on May 22, 1963. However, whether it was discussed or not, I would like to go on record on behalf of the Highway Department of objecting to this particular recommendation. If any improvement is made in the area, the State Highway Department would only be interested in making certain that no construction is undertaken that could in any way endanger our facility.

Before I can submit this to Salem, I must have some further information substantiating the cost estimates shown on page 6, 7 and 8. Would it be possible for you to supply me with more details or, lacking that, have your estimator meet with us and explain how he arrived at the figures?

Very truly yours,

Original Approved by F. B. Klaboe

F. B. Klaboe
Metropolitan Engineer

FBK:sb

cc: Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. Mark Astrup

AUG 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 13 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 5, 1963

By:
G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-DA

Oregon Project I-5-6(45)302
N. Russell St.-S.E. Oak St. Unit
East Bank Freeway Section
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved pending the following clarification of your specifications:

(1) The establishment period should not be allowed during the fall period.

(2) Shoulder paving behind the curb should be accomplished under the existing contract. (Shaver-Morrison Paving)

(3) Automatic sprinkling system participation will be limited to the following conditions:

Lawn Areas - Manual underground sprinkler systems are recommended. Automatic sprinkler system may be permitted in areas large enough to justify such a system.

Ground Cover Areas - Sprinkler system permitted if made a minor portion and extension of the lawn sprinkler system.

Manual underground sprinkler system permitted if area in question has a maintenance access restriction. Otherwise - buried line with quick coupling valves is recommended.

Shrubs & Trees Areas - Buried water lines with quick coupling valves.

You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired, the project is now available for contractor's occupancy and use, and relocation advisory assistance was available as indicated in Mr. Wright's July 26, 1963 letter.

NOTED
LLOYD P. SHAW

original to Young
with attach.
cc Gifford 8-13-63

RECEIVED
MAY 29 1963
FOR FILING

Cross Referenced To:
Adm
Petitions
Multnomah

I-E-6 (41) 301
1-C-7

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
May 23, 1963

SUBJECT: East Bank - Esplanade

To:
F. D. Morgan
Construction Engineer
B U I L D I N G

In company with Metropolitan Engineer Klaboe I attended, at the request of Ormond R. Bean, Commissioner of Finance, a meeting of the East Bank Landscape Committee held in the conference room of the Planning Commission in the City Hall Annex May 22 at 2:00 p.m.

The object of the meeting was to consider a proposed plan for the development of the East Bank - Esplanade submitted by a "Special Committee". This plan is not new as it is essentially one previously proposed by a committee from the American Institute of Architects. The proposals to finance the development of a park at this location are new. Copies of the report are attached.

The first action of the group, on motion of Mr. Murnane, was to delete paragraph four on page four relating to a Fireman Memorial.

Mr. Klaboe then advised that both the proposals to turn over the land between the freeway and the Harbor line forming the Esplanade section south of the Burnside Bridge and use State of Oregon monies now proposed for expenditure in planting the East Bank Freeway were policy matters which could only be determined by the State Highway Commission. He pointed out that this was a Federal Interstate project where over 90% of the cost of development was derived from Federal funds and, therefore, the attitude of the Federal Government could be a final determinant.

There was considerable discussion concerning these proposals; some members feeling that not enough consideration was being given by the State or the Federal Government to local plans and that cities should have a larger say in their expenditure and use of funds largely collected from them.

There was additional discussion regarding the feasibility of some details of the plan, but it was finally agreed that the plan, as

LLOYD P. SHAW

presented, was subject to change if certain portions proved on further study to be unfeasible.

The final unanimous action of the Committee was to recommend to Commissioner Bean that the proposal be submitted to the City Council for approval of the general plan and objectives as stated in the report, with authority for a special committee to consult with the State Highway Commission regarding proposals affecting them. It was further agreed by the Committee that the present plans for the development of that section of the Esplanade from the Burnside Bridge approximately to the existing seawall has their approval. The Roadside Development project for this section is scheduled for contracting in the fall of 1963.

Commissioner Bean left before the motion regarding action on the proposal was submitted, but before leaving, he stated he would submit any action they took to the other members of the City Commission.

This report has been read to and approved by Mr. Klaboe.

ORIGINAL SIGNED BY
MARK H. ASTRUP
Mark H. Astrup
Landscape Engineer

CC: F. Klaboe

E A S T B A N K E S P L A N A D E

This study has been prepared at the request of City Commissioner Ormond R. Bean, following a meeting held March 4, 1963, with the following attending:

Fred T. Fowler - City Highway Coordinator

William J. Weller - Director of City Traffic Engineer Bureau

Lloyd T. Keefe - Director of Planning Commission

William C. Haigis - Planning Commission Staff

Gordon K. Clark - Planning Commission Staff

Eugene O. White - Planning Commission Staff

Edward L. Erickson - Assistant Superintendent, Park Bureau

Ervin M. Thoreson - Landscape Architect, Park Bureau

Mrs. Richard R. Robertson - Portland Garden Club

Richard W. Norman - A.I.A.

Alex Pierce - A.I.A.

Lewis Crutcher - A.I.A.

Francis J. Murnane

Francis J. Ivancie - Executive Assistant to the Mayor

F. B. Klaboe - Assistant Highway Engineer

Mark H. Astrup - Parks Superintendent - Highway Commission

Ormond R. Bean - Commissioner of Finance

The meeting was held to discuss the proposed reconciliation by the "Special Committee" -- Messrs. Pierce, White and Thoreson with Superintendent of Parks, Harry B. Buckley, as Chairman. The result of the Special Committee action was supported by the American Institute of Architects, and is herewith discussed as to its application to the Eastbank Freeway Project and the resulting recommendations, which have been suggested by the Planning Commission, Job No. 5814, March 29, 1963.

The purpose of this study is to present to Commissioner Bean's committee information which will aid in determining a desirable development of the esplanade.

It is not the intent of this report to discuss details of construction. Rather it is desired to consider, in general, a master plan for development which would be in the best interest of the city and how this development might be realized. The problems of detailed design for contract purposes should be considered when a general plan has been agreed upon by all those concerned.

Conclusions:

1. The Eastbank Esplanade is worthy of the most extensive and orderly development feasible, and should be executed according to a Master Plan, reflecting this extensive treatment.

2. There should be elements of active use such as a restaurant, boat docking facilities, waterfront stadium, etc. Means of access and adequate parking space must be provided. Any master plan that does not incorporate these essentials, or the means of access to them, will cause the esplanade to be an unused, dead area with policing problems. The project should not even be considered unless provision is made for these essentials; without them, the area would best be developed by the planting of trees and shrubs alone.

Recommendations:

1. That a development scheme, similar to that proposed by the Special Committee, and approved by the Oregon Chapter of the

American Institute of Architects, be adopted as a Master Plan for the landscaping of that area west of the Freeway from the Burnside Bridge to the Hawthorne Bridge (see pages 11 and 12).

2. That the landscaping for that area east of the freeway be developed according to the Oregon State Highway Department's plan (see page 13).

3. That the land between the freeway and the harbor line, from the Hawthorne Bridge to the Burnside Bridge, be transferred with clear title from the state to the city. Since this land will, in reality, be a city park, the Portland City Park Bureau should be responsible for the planning, construction, and maintenance of this park, using the State of Oregon monies now available for this project.

4. That construction of the above developments be phased in such a way that a portion of the plan might be realized now with the monies available, with other portions to be developed on a minimum basis until a later date (see page ~~12~~ 13).

5. That the City of Portland provide a sum of money, approximately $45,000.00, for the construction of a pedestrian overpass from the planned parking area under the Morrison Bridge to a proposed restaurant on the esplanade.

6. That City officials meet with Multnomah County officials in order to get their views on the project and determine the feasibility of their contributing to its development.

Description - Oregon State Highway Department Plan

The area under consideration is that portion of the east riverfront from the Hawthorne Bridge to the Burnside Bridge. The plan proposes an abundance of plant materials grouped in various arrangements for the length of the esplanade. It provides a linear paved walk for 3,372 feet; this path would not meander, but would parallel the freeway for its entire length. In that area west of the freeway, there would be a considerable amount of ground cover used, whereas on the east side of the freeway, lawn is contemplated.

The only means of access proposed in this plan would be near the Hawthorne Bridge, passing underneath the rising freeway at this point. There are no areas proposed for active recreation, nor are there elements of use indicated by this plan that would draw people to the area. This proposal is based on developing only that area existing presently; extensions or land filling to increase the width of the esplanade at key points are not indicated.

Description - Special Committee's Plan

"Beginning from the right side of plan next to the Fireboat Station and proceeding in a northerly direction, the following comments supplement the sketched proposal.

Parking is indicated in the general area of Main Street which will serve the Main Street entry to the esplanade. State Highway Department has indicated permission to park underneath their overhead structures and there is, as yet, some question as to how much greater an area can be obtained from adjacent properties.

The indication of Pool and Sculpture adjacent the Fireboat Station might well be developed into a firemen's memorial. It is understood that funds are being set aside for such a project by the firemen.

Northward, the generous promenade areas permit large congregation river viewing, social activities, displays and shows, and deck games to indicate just a few of the potentials.

The Stadium is sorely needed and could accommodate a variety of performances enacted upon the river on floating barges, stage, or boats. The rip rap angle of slope affords a natural form for such a facility. To the east of the Stadium proper is indicated sound and vision baffles to the highway traffic. You will also note the change of level between the first and second promenade. It is considered that an eight-foot drop in grade would afford better screening from the traffic flow, allow for fencing within the vertical transition next to the roadway to be obscured by shrubs, and at the same time afford the automobile traffic an unobstructed view to the west. The entire length of

esplanade is considered in this manner, with additional lower elevations where indicated.

Again moving northward, there is indicated a meandering walk system with varying widths and directions to mitigate the narrowness and length. Platform islands on pedestal construction add additional variety to the area and extend the width of promenade. The platforms are set at varying heights and relations to add to comparative privacy and pleasure.

Restrooms and service facilities are stationed at several spots throughout the esplanade. Such an area is shown underneath the Morrison Bridge.

As mentioned earlier, the State Highway Department is in accord with parking provisions to be allowed underneath ramp structures. The major of these 'underneath' areas is at the Morrison Bridge, which is also most centrally located in regards the esplanade. It seems proper that access be allowed at this point, and to give year round use and surveillance to the esplanade, plus considerable added usage to the area, a restaurant in two levels is proposed. From the restaurant there would be outlook to the Marina, highway, esplanade and the city in both directions. The overpass access would serve primarily the park esplanade with the restaurant facilities secondary. A large viewing area adjacent the restaurant would allow pedestrians a viewpoint without entering the restaurant. The restaurant offers service at the esplanade level.

Northward of the restaurant is another large congregating area with a fountain, pool, and sunken promenade. Added width has enhanced this area.

The Marina utilizes the old existing warehouse wall, and would be of the floating variety to accommodate changes of water level. It is not planned to allow commercialism in this area for appearance sake. Boats will be allowed to moor on a metered basis and water skiing may make use of the "T" shaped dock. A river 'shuttle boat' service, or sight-seeing tour for the harbor facilities, might terminate at the Marina.

The remainder of the esplanade, north of the Marina, is developed much like the area just to the south of the Morrison Bridge, only an additional area has been reclaimed. The tunnel access off Oak Street is very feasible considering the height of road bed above the esplanade at this point. This would also allow service maintenance at an optimum location in relation to the Main Street entrance.

Trees and shrubs are to be planted generously throughout for the purpose of sound deadening and beauty. Large areas of lawn will add graciously to the park atmosphere." 1/

Evaluations:

In evaluating both plans, the advantages and disadvantages of each were considered. With respect to the Oregon State Highway Department's plan, it has the following advantages:

1. It would be less costly (total cost $142,134.00).

2. The proposed planting is extensive and well designed, especially for the area east of the freeway.

Its disadvantages are:

1. A lack of activity areas that would fully utilize the potential of the esplanade -- it seems inappropriate for an urban scene to have only passive recreation areas.

2. A lack of adequate pedestrian access.

The Special Committee's plan has the following advantages:

1. It would provide interesting activity areas, insuring full use of the esplanade.

2. It would provide adequate pedestrian access.

3. The design would be urban in character, providing both active and passive recreation, and accommodating large numbers of people.

The disadvantages of the plan are:

1. It would be more costly (approximately twice). However, a Phase I (partial development) could now be undertaken for a sum of $140,825.00.

2. The use of plant materials is not as extensive as the Oregon State Highway Department's plan. That area east of the freeway has not been treated in as desirable a manner as the same area under the OSHD's plan.

High Water Effects - There have been some questions regarding the relationship of the esplanade to high water level of the Willamette River. Cross sections on pages 14 and 15 show both the Committee's proposed scheme and the OSHD's plans for bank treatment; also shown are recurrence intervals of certain high water levels that might be expected over a period of years. From this information, an evaluation can be made of each plan's development with respect to high water. When designed in final detail, adjustments should be made to fit water conditions.

Phasing:

In order to determine what amount of money would be available for the Phase I plan, the Oregon State Highway Department's plan was cost estimated and the total applied to the committee's proposed plan. This would allow only partial development of the proposed plan at this time. The cost figures for the Oregon State Highway Department's plan are as follows:

SECTION I (that area west of the freeway)

Ground Cover:

87,500 sq. ft. x .35/sq. ft.	=	$ 30,625.00

Paving:

53,850 sq. ft. x .54/sq. ft.	=	29,079.00

Shrubs:

26,250 sq. ft. x .50/sq. ft. = $ 13,125.00

Fencing:

2,040 lin. ft. x 3.50/lin ft. = 7,140.00

Topsoil:

87,500 sq. ft. + 26,250 sq. ft. = 113,750 sq.ft.
113,750 sq. ft. x 333' deep = 37,879 cu.ft.
37,879 cu. ft. ÷ 27 = 1,403 cu.yd.
1,403 cu. yd. x 2.50/cu.yd. = $ 3,507.50

Trees:

89 trees @ $10.00 each = $ 890.00

Walls:

150 lin. ft. x $8.00/lin ft = 1,200.00

TOTAL, Section I . . . . . $ 85,566.50

SECTION II (that area east of the freeway)

Lawn:

74,000 sq. f . x .25/sq. ft. = $ 18,500.00

Shrubs:

66,250 sq. ft. x .50/sq. ft. = 33,125.00

Topsoil:

74,000 sq. ft. + 66,250 sq. ft. = 140,250 sq. ft.
140,250 sq. ft. x .333 ft. deep = 46,703.25 cu. ft.
46,703 ÷ 27 = 1,729 cu. yd.
1,729 cu. yd. x 2/50/cu. yd. = 4,322.50

Trees:

62 trees @ $10.00 each = $ 620.00

TOTAL, Section II . . . . . $ 56,567.50
TOTAL, Section I and II $142,134.00

(Estimates compiled by the staff of the Portland City Planning Commission from information supplied by landscape contractors who have successfully bid on Oregon State Highway Department landscaping projects.)

That portion of the Committee's proposed plan, here defined as Phase I, is that area from the Hawthorne Bridge access, north to the pedestrian bridge from the proposed parking area under the Morrison Bridge, excluding the stadium, the floating stage, and the platform island extensions. It also includes treating the remainder of the area on a $.25 per square foot basis (see drawing on page 13). The cost figures for this Phase I are as follows:

PHASE I

Paving (on columns)

17,500 sq. ft. x 3.00/sq. ft. = $ 52,500.00

Paving (on grade)

28,000 sq. ft. x .54/sq. ft. = 15,120.00

Lawn (in Phase I Area)

42,500 sq. ft. x .25/sq. ft. = 10,625.00

Topsoil

42,500 sq. ft. x .333 ft. deep = 14,152 cu. ft.
14,152 cu. ft. ÷ 27 = 524 cu. yds.
524 x 2.00/cu. yd. = 1,310.00

Trees

52 trees @ $10.00 each = 520.00

$ 80,075.00

Trees:

62 trees @ $10.00 each = $ 620.00

TOTAL, Section II . . . . . $ 56,567.50
TOTAL, Section I and II $142,134.00

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Topsoil

42,500 sq. ft. x .333 ft. deep = 14,152 cu. ft.
14,152 cu. ft. ÷ 27 = 524 cu. yds.
524 x 2.00/cu. yd. = 1,310.00

Trees

52 trees @ $10.00 each = 520.00

$ 80,075.00

Remainder of Areas

243,000 sq. ft. x .25 sq. ft. =	60,750.00
TOTAL	$140,825.00

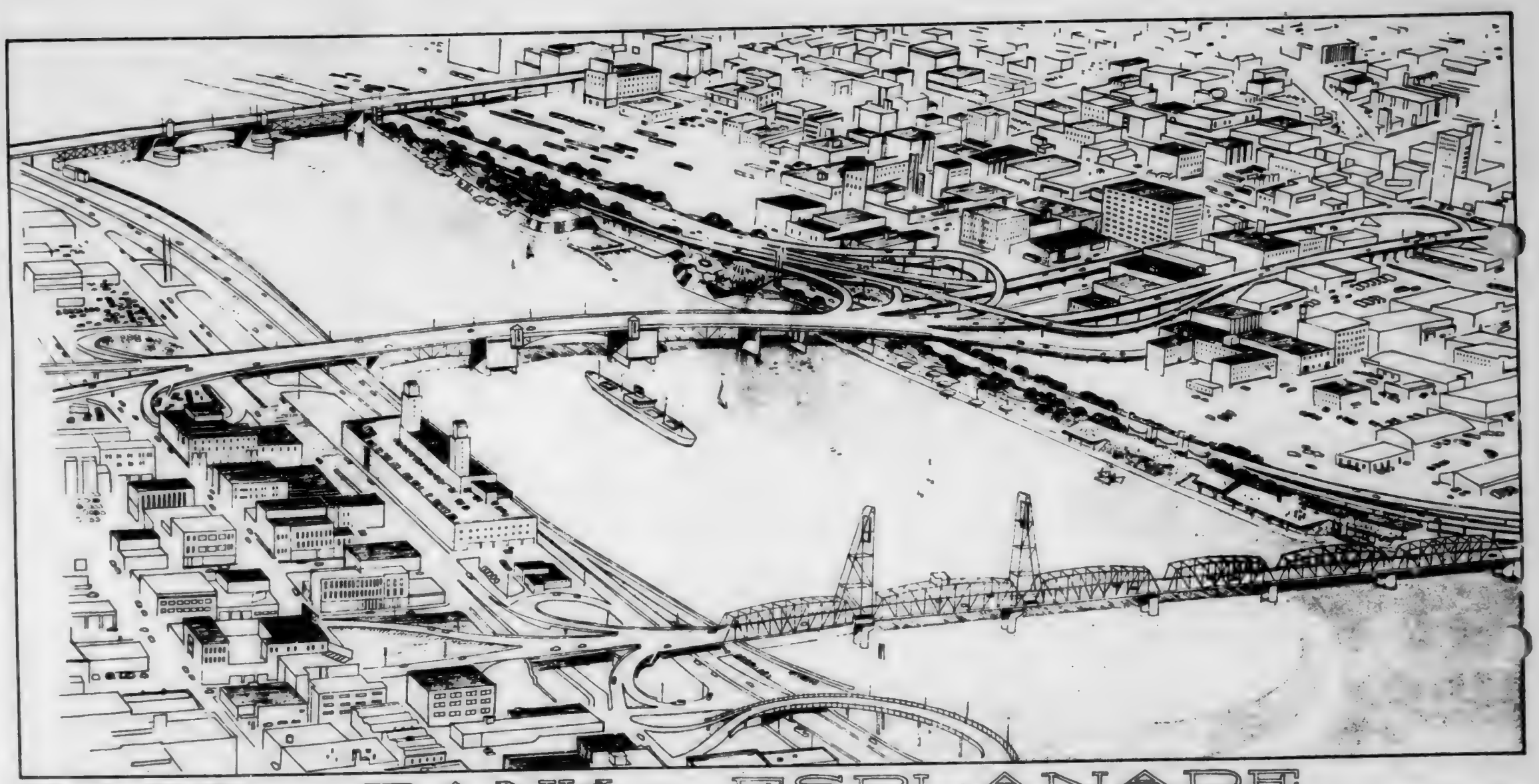
(Estimates compiled by the staff of the Portland City Planning Commission from information supplied by landscape contractors who have successfully bid on Oregon State Highway Department landscaping projects.)

If funds were now available, it would be desirable to incorporate elements of both plans in a single project. This can only be achieved, however, through phasing the development over a period of years.

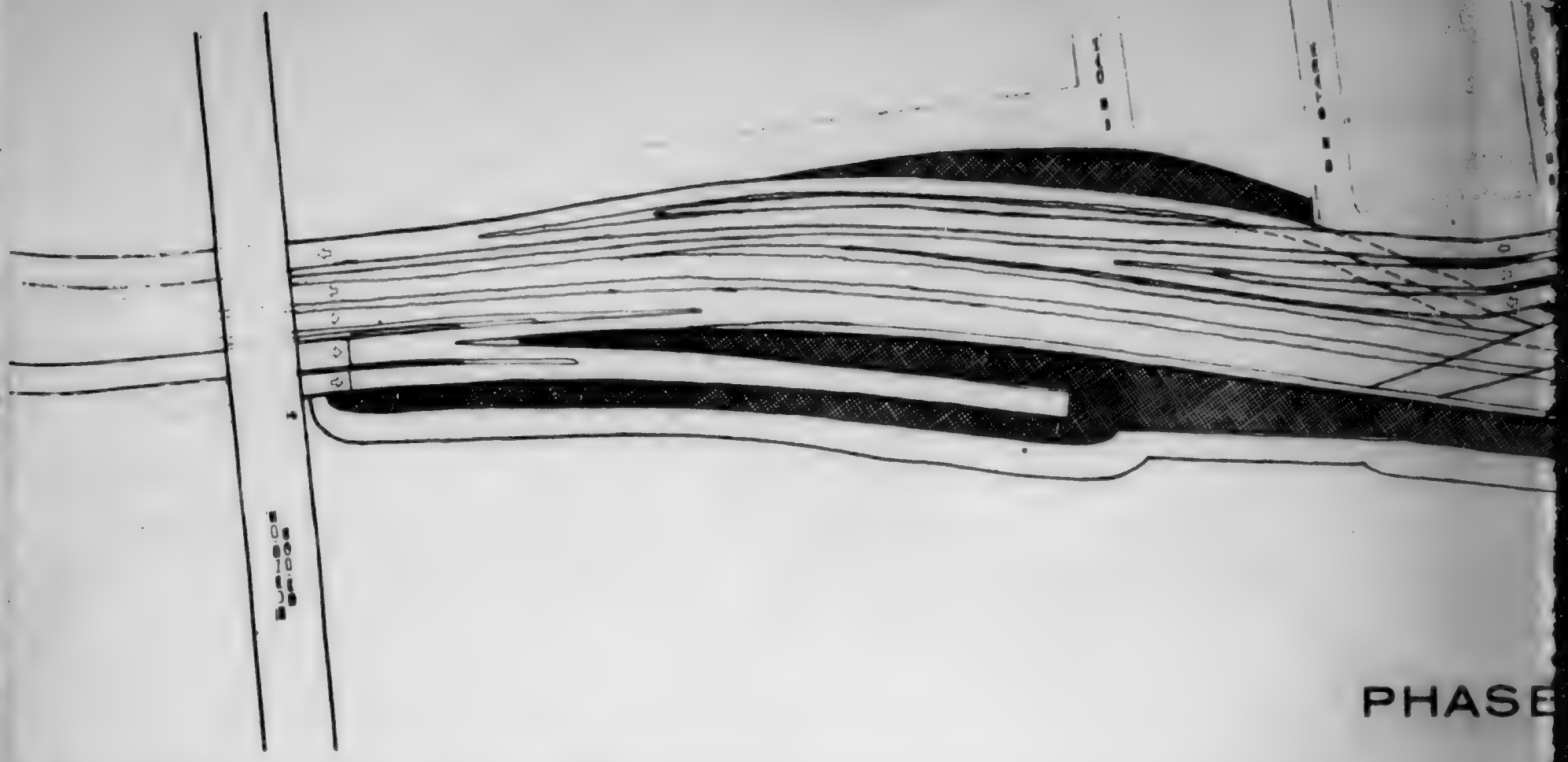
A Phase II of this project could be the completion of that area west of the freeway, according to the committee's proposal, and the development of that area east of the freeway, in keeping with the Oregon State Highway Department's plan (see page 13). The result would give the City of Portland a central area riverfront park comparable to those of other cities, and with the possibility of a riverfront park on the west side under an urban renewal program, a system finer than most cities in this country.

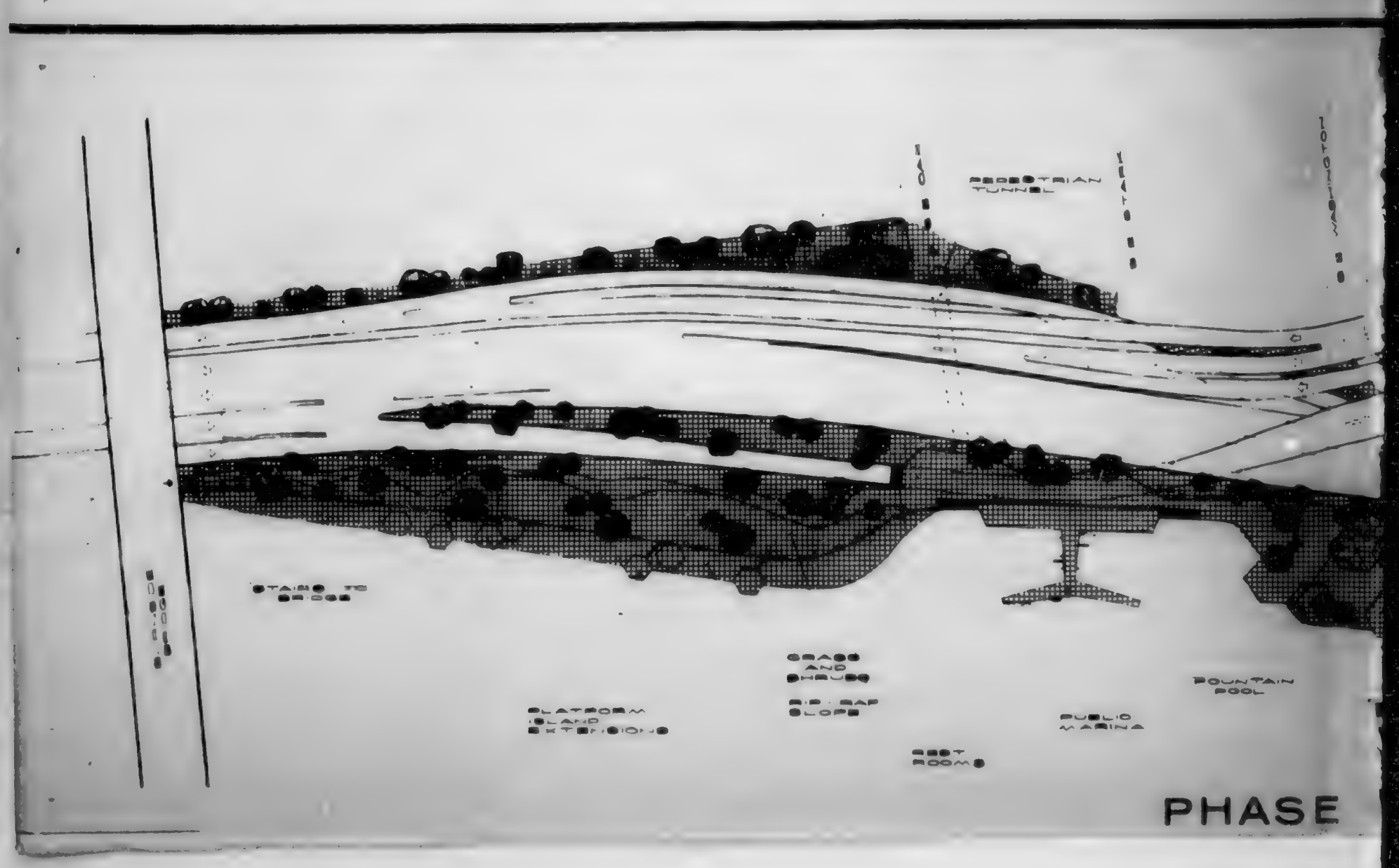
1/ Proposal submitted to Commissioner Bear's Committee February 26, 1963

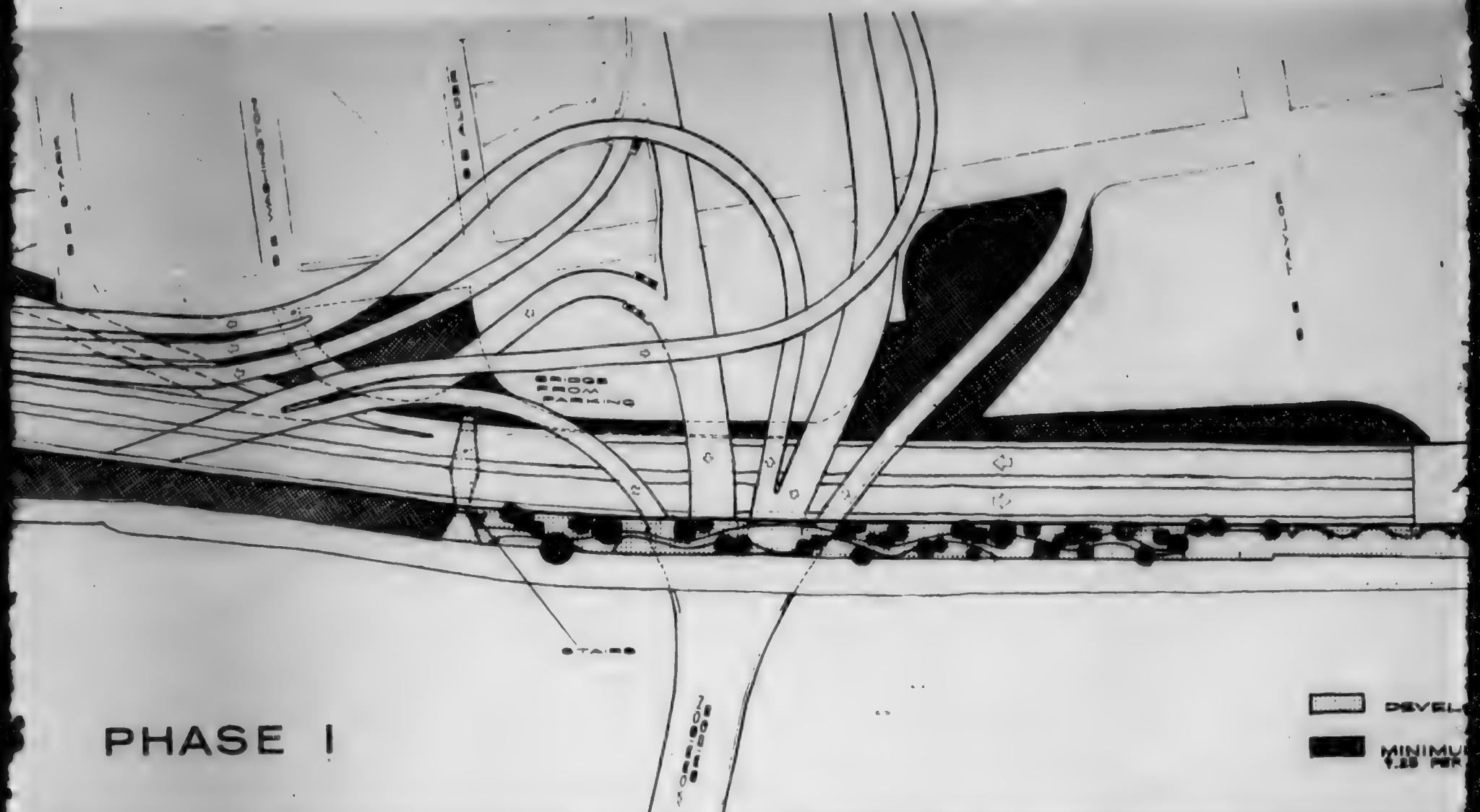
Portland City Planning Commission
Job No. 5814
May 3, 1963 (Revised)



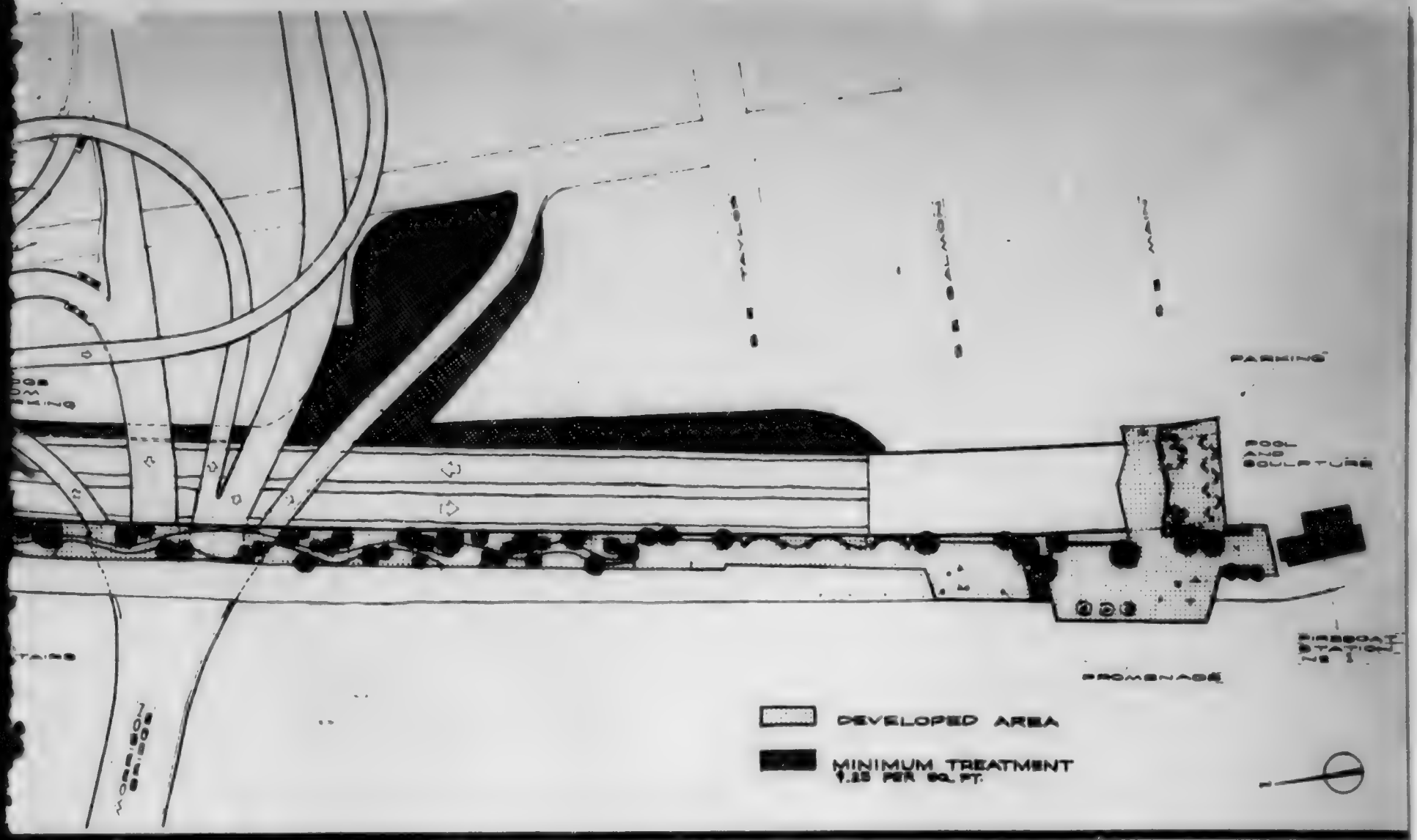
EAST - BANK - ESPLANADE


PHASE

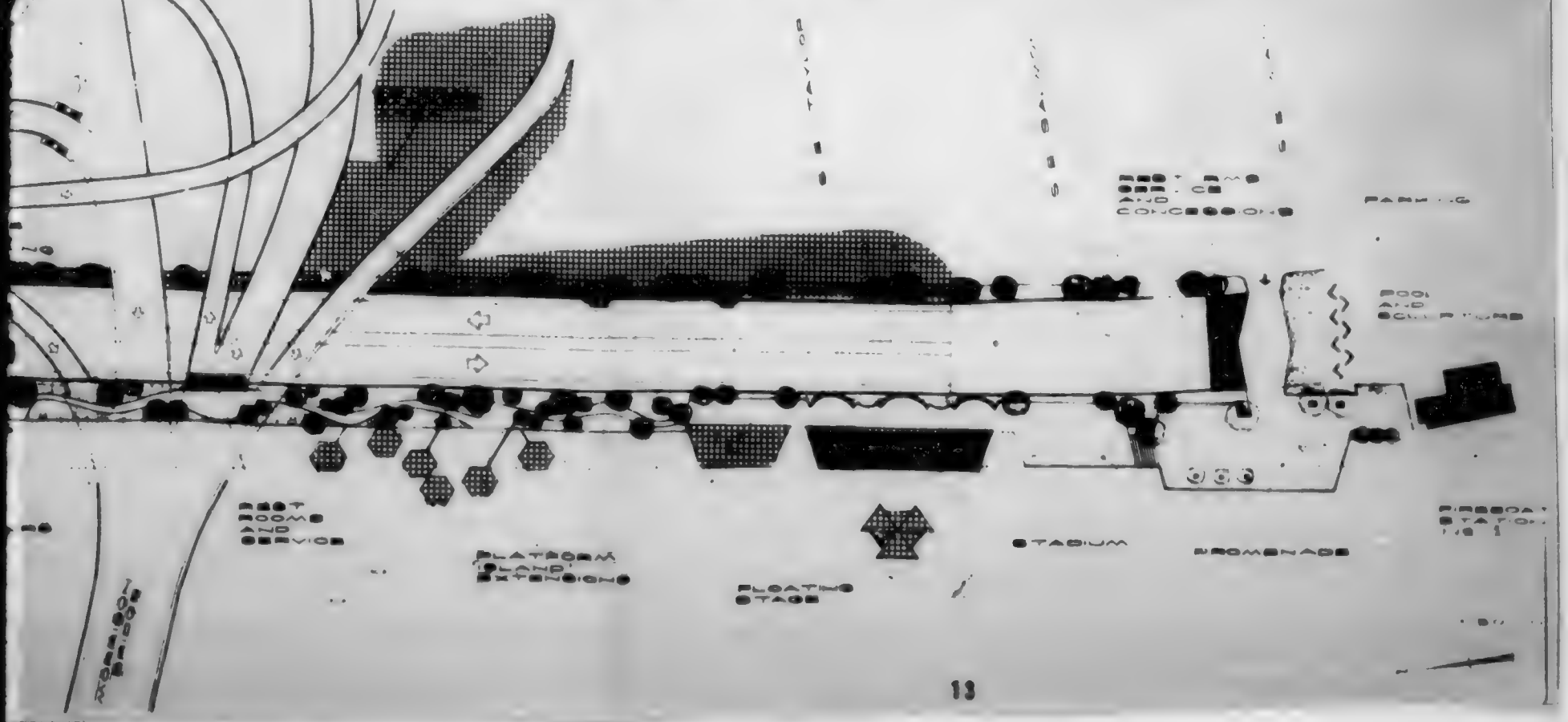

PEDESTRIAN TUNNEL
GRASS AND SHRUBS
RIP RAP SLOPE
PUBLIC MARINA
FOUNTAIN POOL
REST ROOM
PHASE


TAYLOR
PHASE I

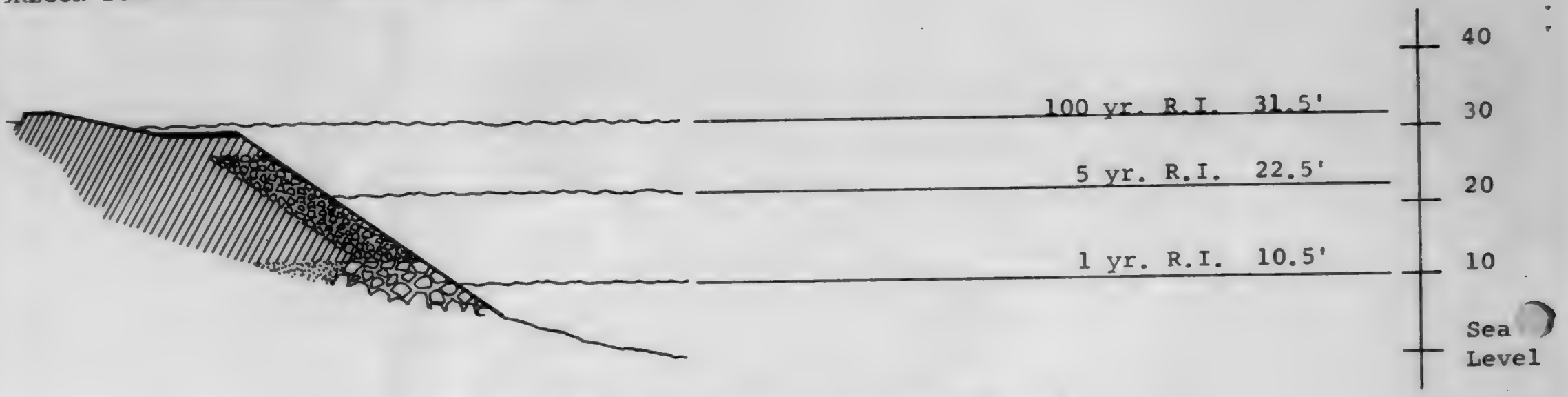
NOTE:
AREA EAST OF FREEWAY DEV
SPECIAL COMMITTEE PRO
AREA WEST OF FREEWAY AP
OREGON STATE HIGHWAY
PHASE II



NOTE:
AREA EAST OF FREEWAY DEVELOPED AFTER SPECIAL COMMITTEE PROPOSAL
AREA WEST OF FREEWAY AFTER OREGON STATE HIGHWAY DEPARTMENT PLAN.



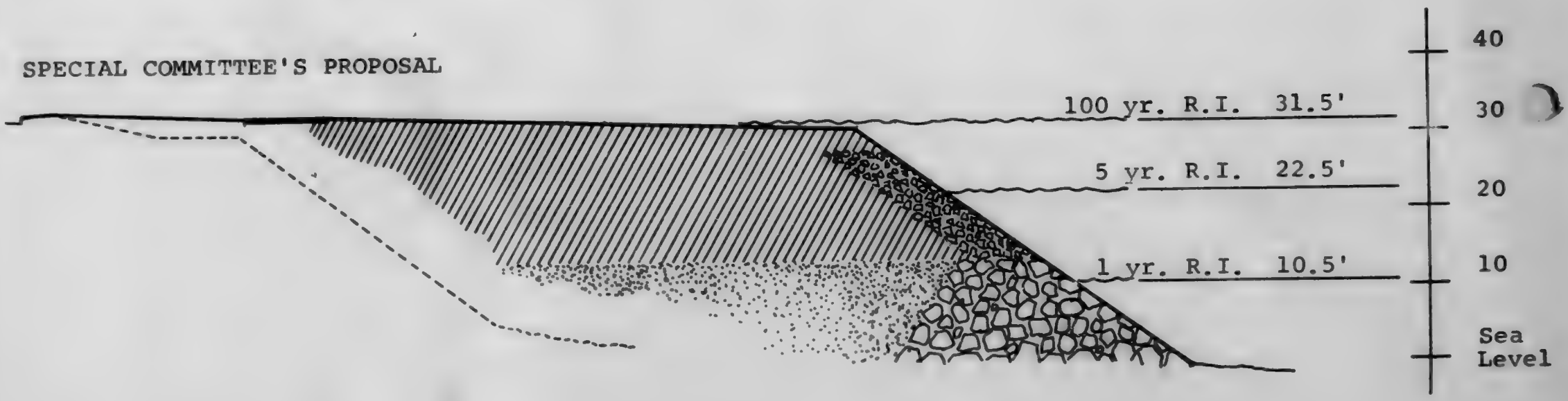
OREGON STATE HIGHWAY COMMISSION PROPOSAL



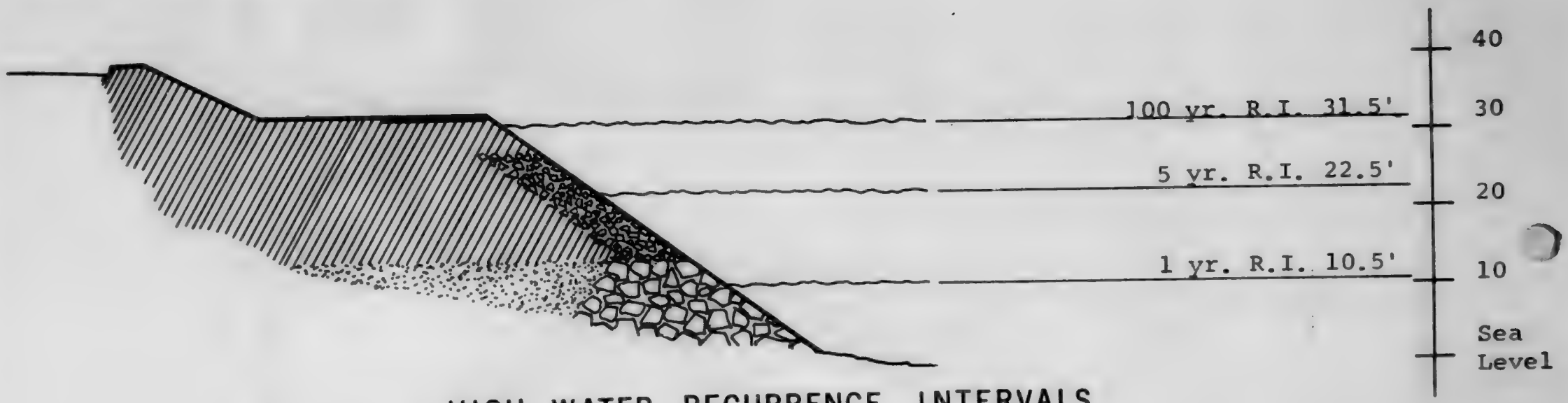
HIGH WATER RECURRENCE INTERVALS

Cross Sections taken near foot of SE Ash St. 1"=20'
Information compiled by Portland City Planning Commission from U.S. Army Corps of Engineers and Oregon State Highway Commission Data
April 2, 1963

SPECIAL COMMITTEE'S PROPOSAL



OREGON STATE HIGHWAY COMMISSION PROPOSAL

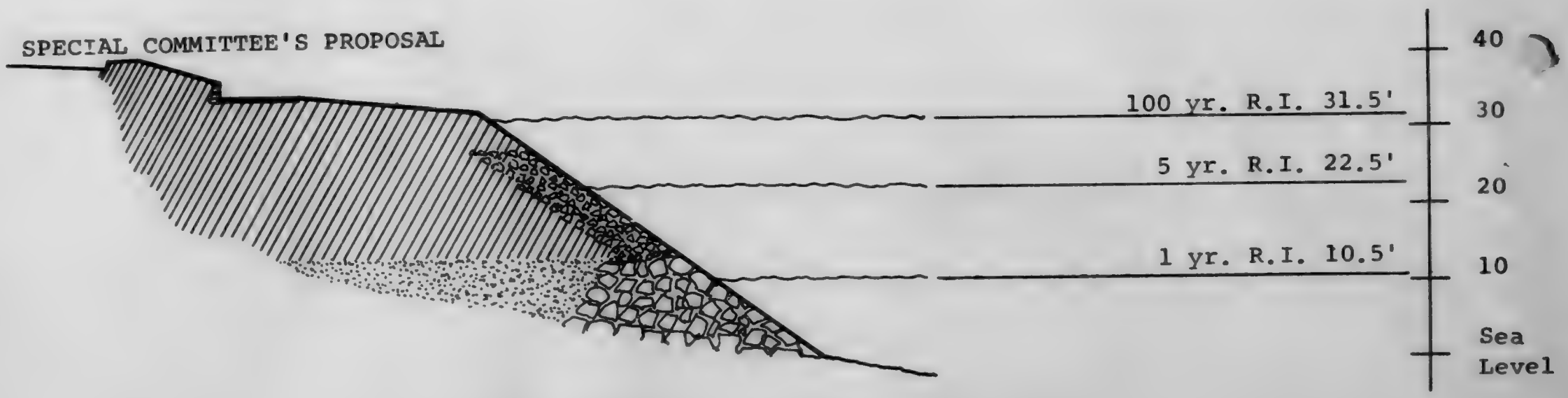


HIGH WATER RECURRENCE INTERVALS

Cross Sections taken at foot of SE Taylor St. 1" = 20'
Information compiled by Portland City Planning Commission
from U.S. Army Corps of Engineers and Oregon State Highway
Commission Data

April 2, 1963

SPECIAL COMMITTEE'S PROPOSAL



RECEIVED
APR 24 1963
FOR FILING

I-5-6 (41) 301
1576

Cross Referenced To:
Adm.
Detroit
Huntington

April 23, 1963

Beach Diggers Garden Club, Unit No. 2
4518 S. W. 29th Avenue
Portland 1, Oregon

Attention: Mrs. Robert D. Alford
Secretary

Gentlemen:

This will acknowledge your letter received today, which was attached to a petition signed by 16 persons, endorsing beautification work on the East Bank Esplanade in Portland.

Copies of your letter and the petition are being forwarded to the members of the State Highway Commission and to Mr. Forrest Cooper, State Highway Engineer, for their information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc Commissioners
Forrest Cooper

Dosch Diggers Garden Club, Unit # 2
4518 S. W. 29th Avenue
Portland 1, Oregon

Oregon State Highway Commission
Salem,
Oregon

Dear Sirs:

Enclosed you will find signatures from sixteen of our members wishing to endorse the beautification work on the East Bank Esplinade in Portland.

As affiliated members of the Portland Garden Club we fiil a deep interest in seeing our waterfront made more attractive.

Sincerely,

Mary Esther Alford

(Mrs.) Robert D. Alford
Secretary

RECEIVED
APR 23 1963
OREGON
STATE HIGHWAY COMMISSION

Tips: Fred Ringdahl, Jr.
2800 S.W. Sunset Blvd.

Mrs. Peter C. Wittaay
4407 S.W. Twombly Ave.

Mrs. Roy H Shiedy
4335 SW Twombly

Mrs. Hal Hadley
2990 S.H. Santa Monica

Mrs. Alan Lane
3139 SW Santa Monica St.

Mrs. M. C. Berg
4309 S. W. Rainlo

Mrs. Rodney Stevens
4334 S. W. Glastonbury

Mrs. John Bonnet
3203 S.W. Humeldon St.
Portland 1, Oregon

Mrs. Rulon L Johnson
4444 S.W. Twombly
Portland 1, Oregon

Mrs. Catharine B. Eyers
4404 S.W. Twombly
Portland 1, Oregon

Mrs. Betty Ann Agnew
2822 S.W. Boundary
Portland, 1, Oregon

Mrs. W. H. Van Tine
4804 SW 62nd Place
Portland 19, Oregon

Mrs. Robert D. Alford
4518 S.W. 29th Ave
Portland 1, Oregon

Mrs. Janice E. Beasley
3202 S.W. Hamilton Ct.
Portland 1, Oregon.

Mrs. D. N. Wood
2444 S.W. Arden Rd.
Portland 1. Ore.

Mrs. Randall D. Cook
4444 S.W. Twombly
Portland 1, Oregon

RECEIVED
APR 1 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 15 1962
FOR FILING

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Salem, Oregon
February 6, 1962

Memorandum to the Files:

At the request of City Commissioner Bean, of Portland, Oregon, a meeting was held in his office in the City Hall in Portland, at 10 a. m., January 26, 1962. The following people were present:

City of Portland:

Ormond Bean, City Commissioner
Fred Fowler, City Highway Co-ordinator
Harry Buckley, City Parks Superintendent
William Weller, City Traffic Engineer
Mrs. Robertson, Art Commission
Alex Pierce, Art Commission
Irving Thorsen, Landscape Architect
Francis Murnane, Longshoreman

State Highway Department:

P. M. Stephenson
Lloyd Shaw
Mark H. Astrup

The purpose of the meeting was to form a committee to assist and advise the City Council in matters pertaining to river front park development and landscaping. The committee was formed of the people from the city of Portland. Those from the Highway Department were present at this particular meeting to provide the committee with plans for the proposed landscaping along the East Bank Freeway.

After an opening statement by Commissioner Bean concerning the possibilities of landscaping the water front along the East Bank Freeway, Mr. Astrup and I presented plans for the proposed landscaping. We explained that these plans were tentative and could be modified. Also, I made the statement that we were willing to consider other plans for the area, provided the ideas were reasonable and did not increase the estimated costs of the landscaping as presented in our plans.

Questions were asked by various committee members present, all of an informational nature.

We promised to submit answers to a list of questions that had been handed out by Mr. Bean; also, we told Mr. Bean we would send him copies of our tentative landscaping plans.

Commissioner Bean thanked the Highway personnel for our appearance and co-operation.

Meeting adjourned at 11 a.m.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

PARTICIPANTS AT COMMISSIONER BEAN'S CONFERENCE

State Highway Department:

P. M. Stephenson
Lloyd Shaw
Mark H. Astrup

City:

Harry Buckley, Superintendent of Parks
Irving Thorsen, Landscape Architect, Bureau of Parks
Fred Fowler, Traffic
Bill Weller, Traffic

Art Commission:

Alex Pierce, Architect
Mrs. Robertson

Francis Murnane - Stevedore part time. Reputedly has independent means. Interested in preservation of historical monuments, fountains, et cetera.

Buckley states only about half of the committee members were present. He will obtain and mail us full membership list. There is still one name missing from the above list. Buckley did not know his name.

RECEIVED
FEB 9 1962
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February 2, 1962

Mr. Ormond R. Bean
Commissioner of Finance
City of Portland
City Hall Annex
Portland, Oregon

Dear Sir:

At the recent meeting of the Eastside Freeway Landscape Committee held in your office, we, of the Highway Department, promised to furnish you with the answers to the mimeographed list of questions presented to us.

Attached are the answers arranged in the same numerical order as the questions.

Also attached are copies of the tentative landscaping plans. If further information is desired, kindly let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephensen
Assistant State Highway Engineer

PMS:er

Attachments

cc Mr. Forrest Cooper
Mr. Mark Astrup

Question 1. The north limit of the esplanade begins at Station 403+49 and continues to the south limit at Station 436+00.

Question 2. The distance between these limits is 3,372± feet.

Question 3. There will be a fence the full length of the area.

Question 4. The height of the fence will be six feet.

Question 5. The fence on the side adjacent to the westerly curb is placed approximately three feet six inches west of the curb face. This area between the fence and curb is not intended as a walk but as a means of reducing maintenance costs in this narrow strip between the fence and curb. The walk or promenade is established at the bottom of the slope, as shown on the attached plans.

Question 6. There will be one entrance at Main Street, under the freeway into the landscaped area.

Question 7. The entrance is under the approach structure to the Marquam bridge.

Question 8. At foot of Main Street.

Question 9. Possibly public parking under structures could be provided.

Question 10. The width of sidewalk has not been determined; could be from ten to twenty-six feet.

Question 11. The width of the level area west of the top of the slope to the river is ten to twenty-six feet.

Question 12. Propose a low ground cover-type shrub on the slope interspersed with trees.

Question 13. The irregular spacing of trees is proposed; exact spacing not determined.

Question 14. A sprinkling system is planned.

Question 15. Cost has not been computed.

Question 16. Seats can be placed, irrespective of the final design of the walk on the level terrace.

Question 17. The number of seat areas has not been determined.

Question 18. The slope above the water to the level terrace area is a rock facing.

Question 19. Level area is at Elevation 31.0. Rock slope is 1.4:1 to low water.

Question 20. The top of the finished rock slope (terrace level) is shown as the finished grade of the terrace and is parallel to the road curb.

Question 21. No sea wall landing areas for small boats are being planned by the Highway Department.

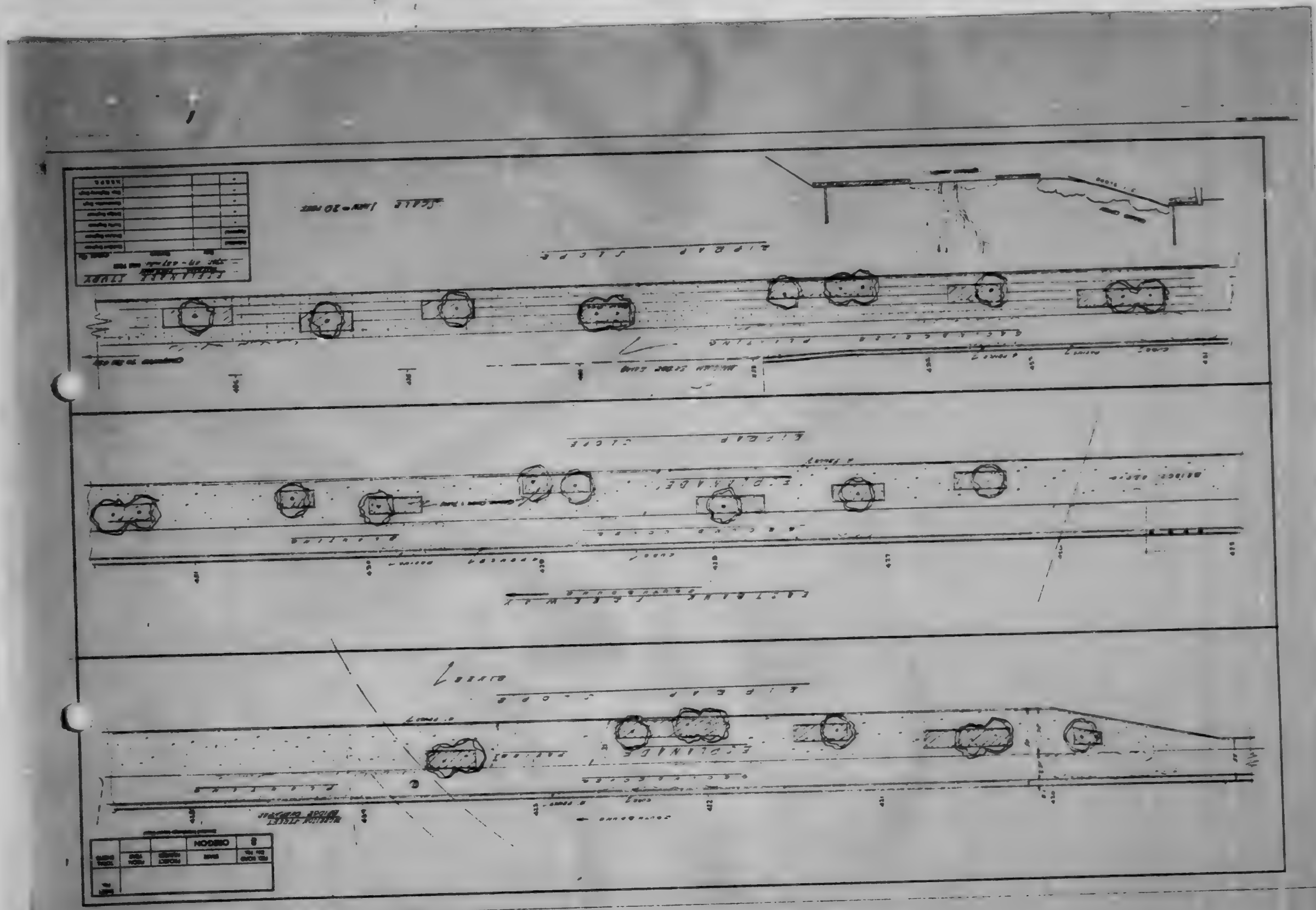
Question 22. No stairways leading down to the river are being planned by the Highway Department.

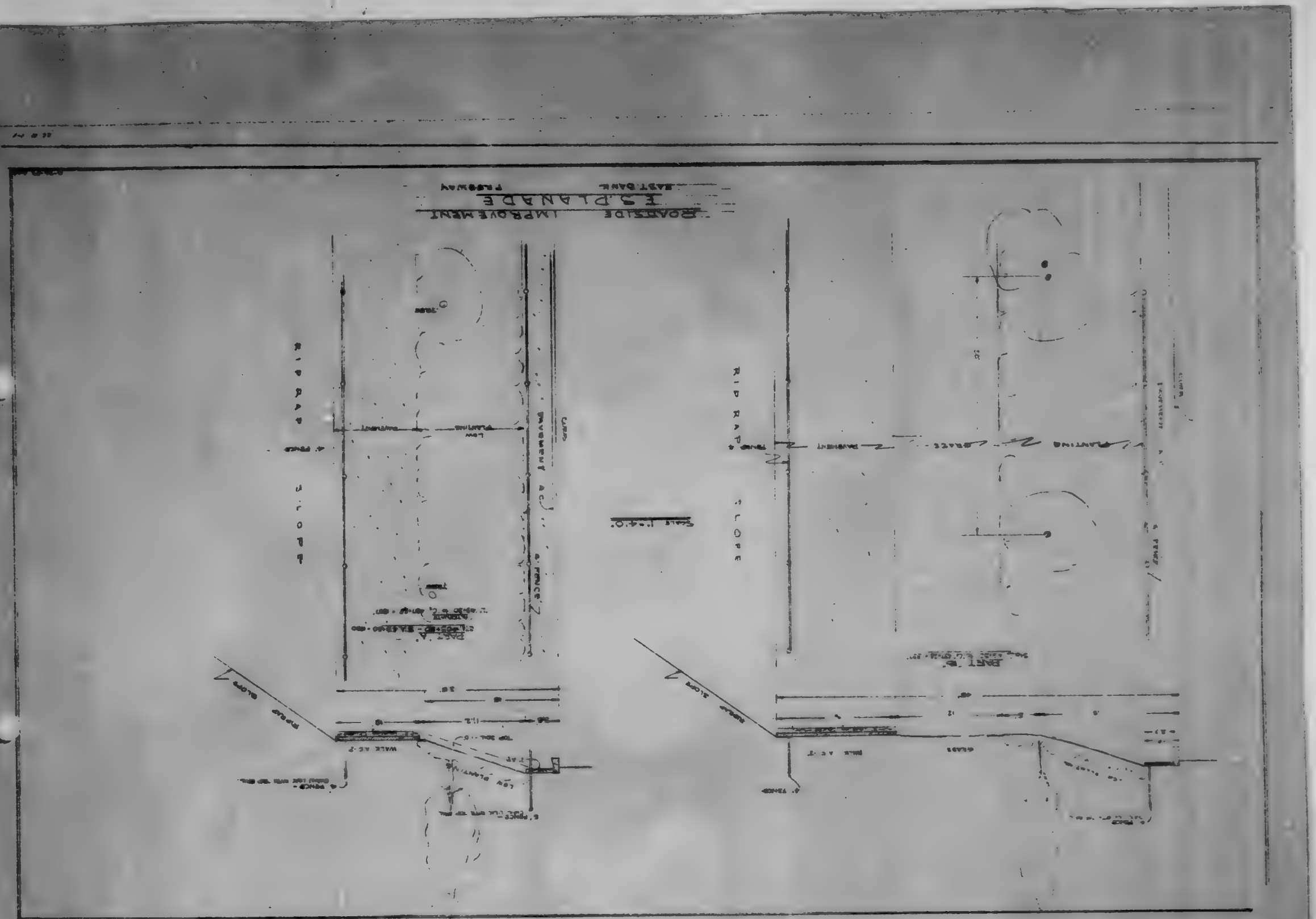
Question 23. There are no plans to construct "fishing piers extending out horizontally to a point vertically over low-water edge of embankment" by the Highway Department.

Question 24. - - - - -

Question 25. - - - - -

Question 26. The $20,000 obligation of the City is to pay for a portion of the increased cost of widening the fill.





15 copies

ORMOND R. BEAN
COMMISSIONER OF FINANCE
January 5, 1962

NOTES FOR CONSIDERATION OF THE EASTSIDE FREEWAY LANDSCAPE COMMITTEE

The purpose of this committee is to attempt to coordinate the ideas and suggestions of those who are interested in making the "East Side River Front" a civic feature which will capitalize on the opportunity to make it a thing of beauty that will be enjoyed by the people of Portland and remembered by all visitors to our city.

Portland has lost the opportunity to make a worthwhile river side park on the west side of the river and with the exception of a shorth length north of the Morrison Bridge has allowed it to be spoiled beyond any chance of recovery. The opportunity to make both sides of the river into landscape areas which could have become the most attractive feature of our city has been lost. Every city planner who has studied our city has emphasized the great natural advantage Portland has had in the opportunity to make recreational use of our river and to beautify the center of our city by extending real park ways properly landscaped on both sides of the river through Portland's business center. We now have one side left with the possibility of doing something worthwhile. It will cost some money, but I believe that if properly designed and explained to the Highway Commission and the voters, they will see the value of it. This committee should approach the problem with the conviction that it is to be solved not temporarily but for the continuing future.

The following notes are mentioned to start the committee thinking of the possibilities and detailed data needed to be able to grasp the importance of the problem, and are not to be considered as complete or limited only to those mentioned.

1. What are the south and north limits of the freeway water front which can be landscaped?

2. What is the distance between these limits?

3. Will there be a fence the full length of the area between the above limits, with exception of entrances?

4. How high is the fence which is to be located between sidewalk and freeway?

5. How far is it placed from the east side of the sidewalk?

6. How many entrances across the freeway into the landscaped area?

7. Are entrances overpasses or underpasses of the freeway?

8. Where are they located?

9. Is it possible to have parking areas for autos under the freeway structures where there are open structures or other places near the entrances to the landscaped areas?

F#A21

10. How wide is the sidewalk?

11. What is the width of the level or semi-level area west of the sidewalk?

12. What kind of trees and shrubs are being planned?

13. What will be the spacing of trees?

14. Is a sprinkling system planned?

15. If so, what would the cost be?

16. Are there surfaced areas projecting into lawn areas between sidewalk and west edge of level or semi-level lawn which can be used for park seats, etc.?

17. How many of the seat areas are planned?

18. What material is to be used in finishing the slope between level of semi-level areas and water edge at low water?

19. What is the horizontal distance between west edge of level or semi-level area and water edge at low water?

20. Will the top of the slope finish be parallel with the grade of the sidewalk?

21. Are any seawall landing areas for small boats being planned?

22. Are any stairways leading down to the river being planned?

23. Have there been plans to construct some fishing piers extending out horizontally to a point vertically over the low-water edge of the embankment?

24. If not, what would the cost be per pier?

25. City has agreed to furnish $20,000 so that there will be a sidewalk and a level area for planting, etc.

26. What actually does this $20,000 cover under the contract which states as follows:

"For the purpose of this agreement, the portion of said project in which City agrees to participate will hereinafter be referred to as "City's portion" and shall include the following:

a. Embankment, a typical cross section of which is shown colored in red on the attached Exhibit "A".

b. Sand or gravel backfill, a typical cross section of which is shown colored in green on the attached Exhibit "A".

c. Rock toe embankment, a typical cross section of which is shown colored in orange on the attached Exhibit "A".

3. City shall, upon completion of City's portion and upon being notified by State of said completion, pay to the State the sum of $20,000 as its share in the construction of City's portion."

DEPARTMENT OF FINANCE

BUDGET
BUREAU OF PARKS
BUREAU OF SHOPS
BUREAU OF LICENSES
EMPLOYEE RELATIONS
OFFICE OF CITY TREASURER
REAL ESTATE TRANSACTIONS
BUREAU OF PROPERTY CONTROL
BUREAU OF LIGHTING AND POWER
BUREAU OF PURCHASES AND STORES

CITY OF PORTLAND
OREGON

ORMOND R. BEAN
COMMISSIONER

January 10, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Dear Mr. Cooper:

Thanks for your letter concerning the landscaping of the East Side Freeway, and we are happy to know that Mr. Stephenson and Mr. Astrup will be in charge of the actual design work. They are both highly trained men who know what should be done and how it can be accomplished.

As you know, there have already been suggestions made and publicly declared by news articles and sketches. The proposed committee was the result of these conflicting suggestions and the desire of the Mayor and City Council to make the most of the opportunity of producing an attractive and worthwhile landscape area along the East Side waterfront and to get its maximum use. We understand that this may involve the expenditure of money by the City to augment the Highway funds available, but we feel that whatever is done will be permanent and should be studied carefully because of that reason.

The committee represents the authors of the publicity sketches and others directly interested in our city development and was approved by the City Council members as a committee which would bring different viewpoints out in the open so that excessive confusion might be avoided before the final plans are carried too far to be changed. For that reason I believe that a preliminary meeting of the committee, with your representatives present before any definite design is attempted, would result in a better

feeling of cooperation and permit the members of the committee to feel that they are going to be a party to the final solution.

Of course, we appreciate that there are definite limitations and that there must be compromises as far as the different ideas are concerned, but a proper start with the committee may avoid a serious conflict later. I would suggest that a preliminary meeting be held in our office some time within the next two or three weeks, whenever it would be convenient for Mr. Stephenson and Mr. Astrup to be present and get acquainted with the committee members.

Sincerely yours,

Edward R. Bean

COMMISSIONER OF FINANCE

B:a

1-11-62 Copies to Stephenson
Astrup

NOTED
P. M. STEPHENSON

RECEIVED
JAN 11 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
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FOR FILING

J-2-1 (W) 50
1616

January 3, 1962

Mr. Ormond R. Bean
Commissioner of Finance
City of Portland
City Hall
Portland, Oregon

Dear Mr. Bean:

Mr. McIver has forwarded to me your letter of December 22, 1961, concerning landscaping of the esplanade along the east bank of the Willamette River in Portland.

We certainly will be happy to work with any committee which is appointed by the City Commission. The State work will be handled by Mr. P. M. Stephenson, Assistant State Highway Engineer; and Mr. Mark Astrup, Parks Superintendent.

I suggest that the State first prepare, at least in a preliminary way, its plan for the development of this area, so that we may have some basis to start the final planning.

If this meets with your approval, we will contact your office when these plans are far enough along to serve as a basis for final planning, and we can then arrange a meeting between our people and the committee from the City.

Very truly yours,

Forrest Cooper
State Highway Engineer

CSP:ms me

cc M. K. McIver
P. M. Stephenson
Mark M. Astrup
Paysm

DEPARTMENT OF FINANCE
BUDGET
BUREAU OF PARKS
BUREAU OF SHOPS
BUREAU OF LICENSES
EMPLOYEE RELATIONS
OFFICE OF CITY TREASURER
REAL ESTATE TRANSACTIONS
BUREAU OF PROPERTY CONTROL
BUREAU OF LIGHTING AND POWER
BUREAU OF PURCHASES AND STORES

ORMOND R. BEAN
COMMISSIONER

CITY OF PORTLAND
OREGON

December 22, 1961

Mr. Milo McIver
Commerce Building
Portland, Oregon

Dear Mr. McIver:

The Mayor has suggested that we set up a small special committee to work with representatives of the Highway Commission in attempting to develop a worthwhile landscape program for the East Side Freeway.

I am writing to you so that you can designate the proper person for us to contact and work with in the preparation of suggestions for the landscaping.

The purpose of this special committee is to try to bring together the different people who now are making independent suggestions which may tend to eliminate any chance for a favorable plan for the freeway bank.

Very truly yours,

Ormond R Bean

COMMISSIONER OF FINANCE

B:a

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DEC 14 1961

FOR FILING
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05716

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
December 13, 1961

SUBJECT: Esplanade
East Bank Freeway
Prefix: 26-1468

To: Mr. Victor D. Wolfe
Administrative Assistant
State Highway Building
Salem, Oregon

In compliance with your telephoned request of December 12, 1961 copies of the following listed material are transmitted to you.

File #3	May 13, 1959	Shaw to Edwards	Estimate of Quantities for 20' widening
File #3	May 28, 1959	Edwards to Shaw	Cost of 20' widening B.P.R. rejects widening
File #3	Oct.28, 1959	Edwards to Sturmer	Sketches of Esplanade apparently by the Landscape Division, no drawing No. is shown but indicates walks, trees, fences, etc.
File #5	July 8, 1960	Astrup to Cooper	Report on July 6 meeting with Planning Comm. Comments by Crutcher included.
File #713	Date ?	Second Supplemental Agreement	City to participate by contributing $20,000 State to construct and maintain

The gap between October 1959 and July 1960 yields nothing from our correspondence files. Much of the negotiation regarding the esplanade was between Mr. Fowler and Salem personnel, and was made known to this office only by verbal reports.

If you feel that further information is required, I will go through my "telephone diary" for clues as to dates and places. This so called diary is a scribbled series of notes made as conversations are in progress and is intended only as a memory jogger. The notes resulting are quite voluminous over a two year period as I attempt to note every call in or out of my office in this manner. It is doubtful that anything very helpful would be found in this record and a search will not be made unless you so request.

Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
Encl.
cc: Frank Morgan

RECEIVED
DEC 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE OF THE MAYOR
CITY HALL

TERRY D. SCHRUNK
MAYOR

CITY OF PORTLAND
OREGON

December 11, 1961

MEMORANDUM

FROM: Mayor Terry D. Schrunk

TO: Commissioner Ormond R. Bean

SUBJECT: East Bank Esplanade

As you are no doubt aware, the construction of the East Bank Freeway is advancing at a rapid pace in our city. In reference to this construction, particular notice should be given by the city to the landscaping which is planned for the roadside areas. The portion of the East Bank Freeway that fronts the Willamette River, I think, will provide the city with an opportunity to beautify our East Bank river frontage.

It is my understanding that the State Highway Department will soon be developing landscape plans for this East Bank area. I think it is highly important that the city meet with the responsible personnel of the State Highway Department for the purpose of developing, on a joint basis, a plan of landscaping and waterfront development, the initial stages of which may be accomplished within the present means available to the city and state. In this manner, we may be able to develop truly the maximum beauty and use potential of the East Bank portion of the Willamette River that the Freeway system affects.

It is my opinion that the City of Portland will be remiss if we do not actively participate in the planning of this vital area. Many of the great cities of the world which have rivers flowing through them make full use of the rivers' natural benefits. Portland has the Willamette River flowing through its center; and we, too, as a city, should make use of the river. Therefore, I would like to recommend that the representatives of the Bureau of Parks, together with a committee of representatives of other groups which you might select, meet with the State Highway representatives for the purpose of planning the landscape phases of the East Bank Freeway.

Pardon

COPY

Inasmuch as the anticipated use of this area by the public will undoubtedly require additional off-street parking, a study of such use of the property which has already been purchased for right-of-way for the elevated portions of the Freeway should also be considered. The advice of the Traffic Engineer should be requested in this phase of the planning.

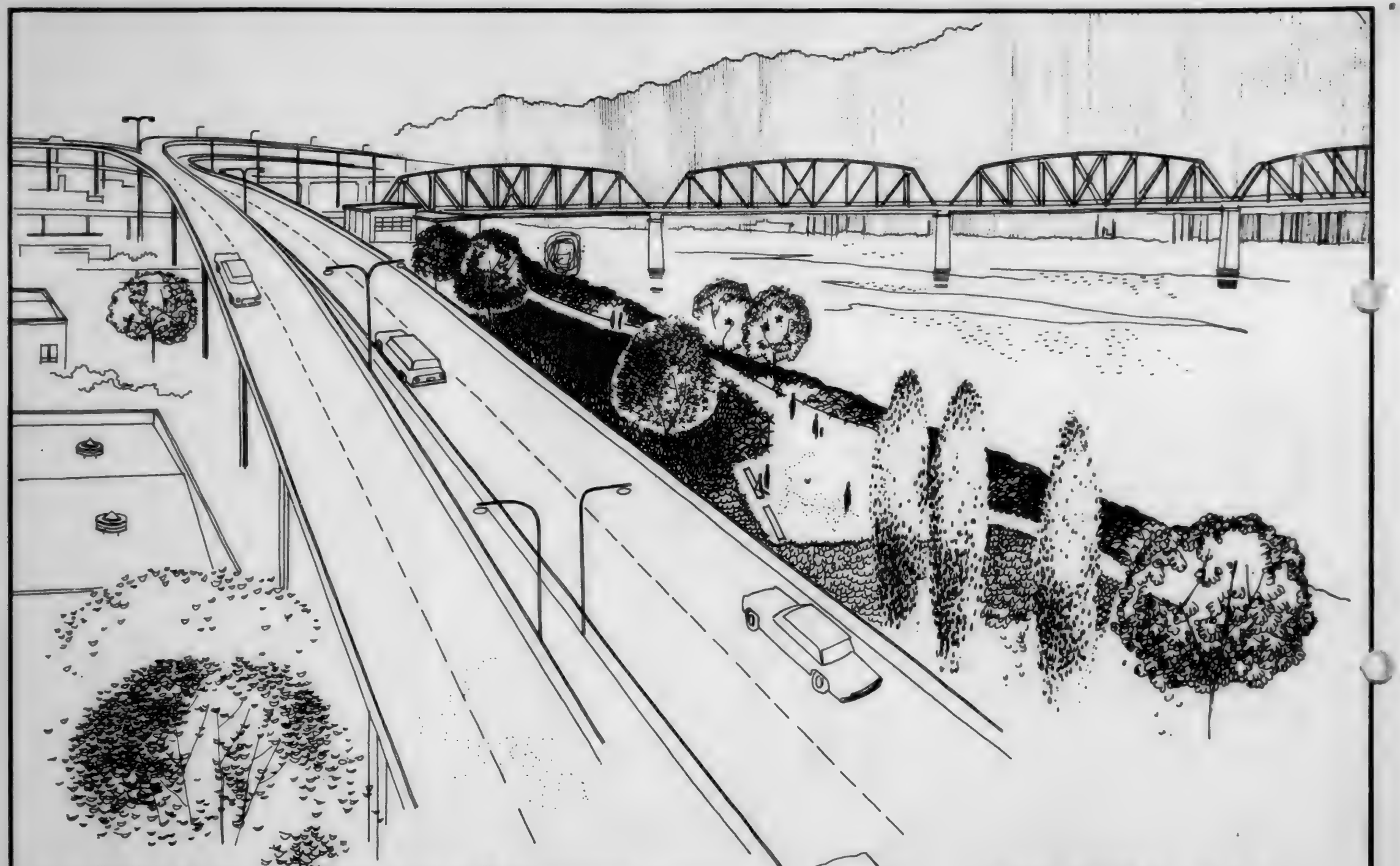
Enclosed for your reference is an artist's conception of a suggested treatment of the East Bank Esplanade area.

Yours truly,

M A Y O R

TDS:I:l
Enclosure

COPY



EASTBANK ESPLANADE (ARTIST'S CONCEPT)

VIEW SOUTH TOWARD HAWTHORNE BRIDGE

ALEX PIERCE A.I.A.

PORTLAND ART COMMISSION

RECEIVED
AUG 23 1960
FOR FILING
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Salem, Oregon
August 16, 1960

Supplemental Agreement
Esplanade Section
East Bank Freeway
Pacific Highway
City of Portland

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
Office Engineer, City & County Relations

Attached is a conformed copy of an agreement with the City of Portland covering construction and maintenance of an esplanade along the east bank of the Willamette River, adjacent to Eastbank Freeway in City of Portland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City of Portland.

Secretary

rn
Attach: 1

RECEIVED
JUL 1960
FORM E-20 50M 11-58 18990
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1960

SUBJECT: Esplanade Section
Eastbank Freeway
Portland

To: Mr. Forrest Cooper

NOTED
W. C. WILLIAMS

Accompanied by Lloyd Shaw I attended a meeting July 6 in the Portland City Planning Commission office. Others in attendance were: Louis Crutcher and Hilmar Grondahl from the Portland Art Commission, Steve Johnston and Dick Soderberg from the Portland Development Commission, Charles Woodward and Gordon Clark from the City Planning Commission, Ervin Thoreson from the Park Bureau and Fred Fowler, City Highway Coordinator.

The purpose of the meeting was to discuss the Esplanade Section. Two main points were brought out. First, our drawings of the section, as displayed by the Planning Commission, show an access added to the Esplanade from the Morrison Street Bridge Ramp and a proposed boat landing facility at the water's edge. They were informed that neither of these features are included in the present plan and that if changes are desired they should be presented by the proper city officials to the State Highway Engineer. A stairway from the Burnside Bridge at the northerly end of the Esplanade was also mentioned but was not included in the Planning Commission study.

The second subject, and one that provoked the most lengthy discussion, was a contention by Mr. Crutcher that the Esplanade would have little, if any, pedestrian use therefore the sidewalks shown on the plans were unnecessary. He also contended that the chain link fence proposed paralelling the curb would interfere with the view of the river from the highway, and if there was no pedestrian use why not eliminate the fences and increase the planting? Mr. Shaw explained that the plan proposed by the City, and including the widened fill, was justified on the basis of pedestrian use but irrespective thereof the fence adjacent to the highway would be a safety requirement.

Mr. Fowler spoke up and corroborated Mr. Shaw's statements regarding pedestrian use and also stated that the maintenance of the plantings will be a State Highway responsibility. Mr. Crutcher expressed his opinion that insufficient attention to aspects of the "City Beautiful" were being given by the Highway Department and that an enlargement of the planted area along the river bank would be more advantageous, particularly from the views from the buildings, roads and bridges on and to the west side of the river.

The participants considered this meeting to be a preliminary discussion and exploration of the divergent views of the various planning bodies. Mr. Shaw advised them that the State Highway Department could only deal with the responsible city officials and that any proposal recommending changes in the present plan would have to be agreed to by the various factions and presented to the Commission by the elective city officials.

In my opinion it is questionable that any new request will be forthcoming.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl

cc Mr. Lloyd Shaw
Mr. Tom Edwards

RECEIVED
OCT 5 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 19 1959
FOR FILING
OFFICE OF CITY AUDITOR
I-5-6(41) 301
6576

RAY SMITH
CITY AUDITOR

CITY OF PORTLAND
OREGON

November 18, 1959

NOTED
W. C. WILLIAMS

Mr. W.C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Please be advised that the City Council Wednesday, November 18, 1959, placed on file as a matter of record under Council Calendar No. 5033, the communication from the State Highway Department offering to pay a portion of the cost of the esplanade adjacent to the East Bank Freeway.

Yours very truly,

Auditor of the City of Portland

RLM:jr
Cal 5033

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NOV 19 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 19 1959
OREGON
STATE HIGHWAY COMMISSION

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11-5-59

November 10, 1959

Portland City Council
City Hall
Portland, Oregon

Gentlemen:

Pursuant to a request by the Portland City Commission, the Highway Commission at its meeting on November 5 considered participation in the widening of the esplanade on the East Bank Freeway from 23 to 45 feet. The estimated cost of the widening and other work in connection with the esplanade was $80,000.

The Highway Commission ordered that, if the City of Portland would pay one-fourth of the estimated cost, which is $20,000, the State would proceed with the work.

A formal agreement will be drawn up covering this in the near future and submitted to the Portland City Commission for approval.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Leonard Lindas

Mr. Lindas:

Please prepare agreement.

FC:fn ae

RECEIVED
WILLIAM A. BOWES
COMMISSIONER
FOR DEPARTMENT OF PUBLIC WORKS

I-5-6(41) 301
6576

4-0 l

G. J. LINDSTEDT
CHIEF OF OPERATIONS
L. H. ROSENTHAL
CITY ENGINEER

NOTED
W. C. WILLIAMS

CITY OF PORTLAND
OREGON

November 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

Referring to your letter of October 2nd concerning the widened esplanade along the East Bank Freeway, from the original 25-foot width to 45 feet as requested by the City of Portland, this matter was discussed informally by the Council and also at a joint informal session with representatives of the Bureau of Federal Roads, the State Highway Engineers, and representatives of the City Council the early part of last week.

It is our understanding that the 45-foot width would be constructed at the time the work is under contract; and that for the installation of a sidewalk and a proper fencing along the sea wall, the work would be done, providing the City would supply twenty-five per cent of the additional cost, or approximately $20,000.

I have been instructed by the City Council to notify you that this program meets with the approval of the City, and that you, in turn, will present the proposal to the Highway Commission at its next meeting. I trust the Highway Commission will act favorably on this proposed extra work.

With every good wish, I am

Sincerely,

Wm. A. Bowes

Commissioner of Public Works

B:e

RECEIVED
NOV - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 3 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT -5 1959
FOR FILING

October 2, 1959

Mr. William A. Bowes
Commissioner of Public Works
City of Portland
City Hall
Portland 4, Oregon

Dear Mr. Bowes:

We are confronted with the necessity of determining what can be done about the widening of the esplanade along the East Bank Freeway from the 25-foot width which the Bureau had agreed to cooperate in, to the 45 feet requested by the City of Portland. We had hoped that the Bureau of Public Roads would cooperate in the additional width, but we have been definitely informed by the Washington office of the Bureau of Public Roads that the Bureau will not participate in any cost of the extra 20-foot width. They do say that if the State and City wish to have the extra width constructed they will permit it to be done but that the Bureau will share no part of the cost thereof.

We had previously determined that the cost of the additional rock toe, riprap, and embankment would cost $57,000. Our latest studies indicate that the cost of landscaping the extra width, exclusive of any sidewalk or protection fence along the riverbank, will be approximately $15,000, so that the total cost to an ultimate landscaped completion, with above-mentioned exclusions, is $72,000.

We are desirous of letting a contract for the toe wall along the East Bank Freeway in December, if possible, so that the embankment can be made in proper time. Therefore, it will be necessary for the Highway Commission to take action on whether or not this extra cost can be assumed without Bureau participation. The Bureau has ruled that this is no part of the interstate system, and I believe it is correct, in that it adds nothing to the usability of the freeway system, although I still contend that it does add to the aesthetic appearance and thus should be eligible for federal participation.

Be that as it may, the moneys must be provided by sources other than federal funds, and, before presenting this matter to the Highway Commission, I should know as to whether or not the City of

Portland will participate in the cost. What the participation should be, the Highway Commission, if it approves the project, will ultimately determine, but it would appear that the City's cooperation should be a minimum of 25 per cent, and it may be that the Commission would lean toward a 50-50 cooperation. You realize, of course, that this means the expending of State moneys without federal matching funds, and at the present time the Commission is pursuing the policy of performing very little, if any, solely State-financed projects as matching money for federal funds available is at a problematical stage.

You understand this letter is not a commitment that the extra-width esplanade will be built, as the State Highway Commission has yet made no decision in this respect--waiting, of course, until it was determined whether federal participation could be obtained.

I would appreciate your discussing this matter with the Portland City Council and advising me as to the City's position in this matter some week or two in advance of the scheduled Highway Commission meeting on November 5 and 6.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:mm

cc Mr. Forrest Cooper

Form E-49—30M—8-59

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

ESPLANADE DEVELOPMENT
EASTBANK FREEWAY -- PORTLAND

Landscape Development Revision Oct. 1, 1959 GWW

{ Without Walk or Riverside fence

ITEM		
25 ft. Width		
Pave Berm 2" A. C.		$45.00
Topsoil		
$\frac{1 \times 21.2 \times 100}{27}$ + 20% *		
95 cu. yds. x $2.50		$237.00
Lawn 1 x 10 x 1000 @ .05 =		50.00
Planting Incl. Trees		188.00
Irrigation		405.00
COST PER STATION		$805.00
403 - 419+50= 16.80 Sta.		
1680 x $805 = $13,524.00		
==========		
45 ft. Width		
Pave Berm 2" A.C.		$45.00
Topsoil:		
$\frac{1 \times 16 \times 100}{27}$ + 20% x $2.50= $200.00		
$\frac{1 \times 25 \times 100}{27}$ + 20% x $2.50* 300.00		500.00
Lawn 1 x 25 x 100 @ .05		125.00
Planting Incl. Trees		258.00
Irrigation System		611.00
COST PER STATION		$1539.00
419+50 -- 437+00 = 18.37 Stas.		
18.37 x $1539 = $28,271.43		

ESPLANADE (NON PARTICIPATING BY B.P.R.)

WIDENED PORTION

Rock Toe	Additional Quantities	$ 27,450.00
Gravel Backfill	Additional Quantities	19,005.00
Embankment	Additional Quantities 3 mile haul at $0.20 per mile. (Exc. taken from Minn. line - no charge for excavation)	10,338.00

ENTIRE ESPLANADE LANDSCAPE

	403-419+50 25' width B.P.R. Participation		419+50-437 45' width
4' Chain link fence with top-rail (River Side)	250	-	250
Pave Berm 2" A.C.	45	45	45
Pave Walk 2" A.C.	140	-	180
3" Leveling Course	31.50	-	36
Topsoil	125	125	315
Planting Incl. Trees	188	188	258
Irrigation System	285	285	490
Soil Sterilization	2.85	-	8.56
Lawn	-	-	66
Cost per Station	$1,067.35	$643.00	$1,643.56

403-419+50 = 16.80 Sta. 419+50-437 = 18.37 Sta.

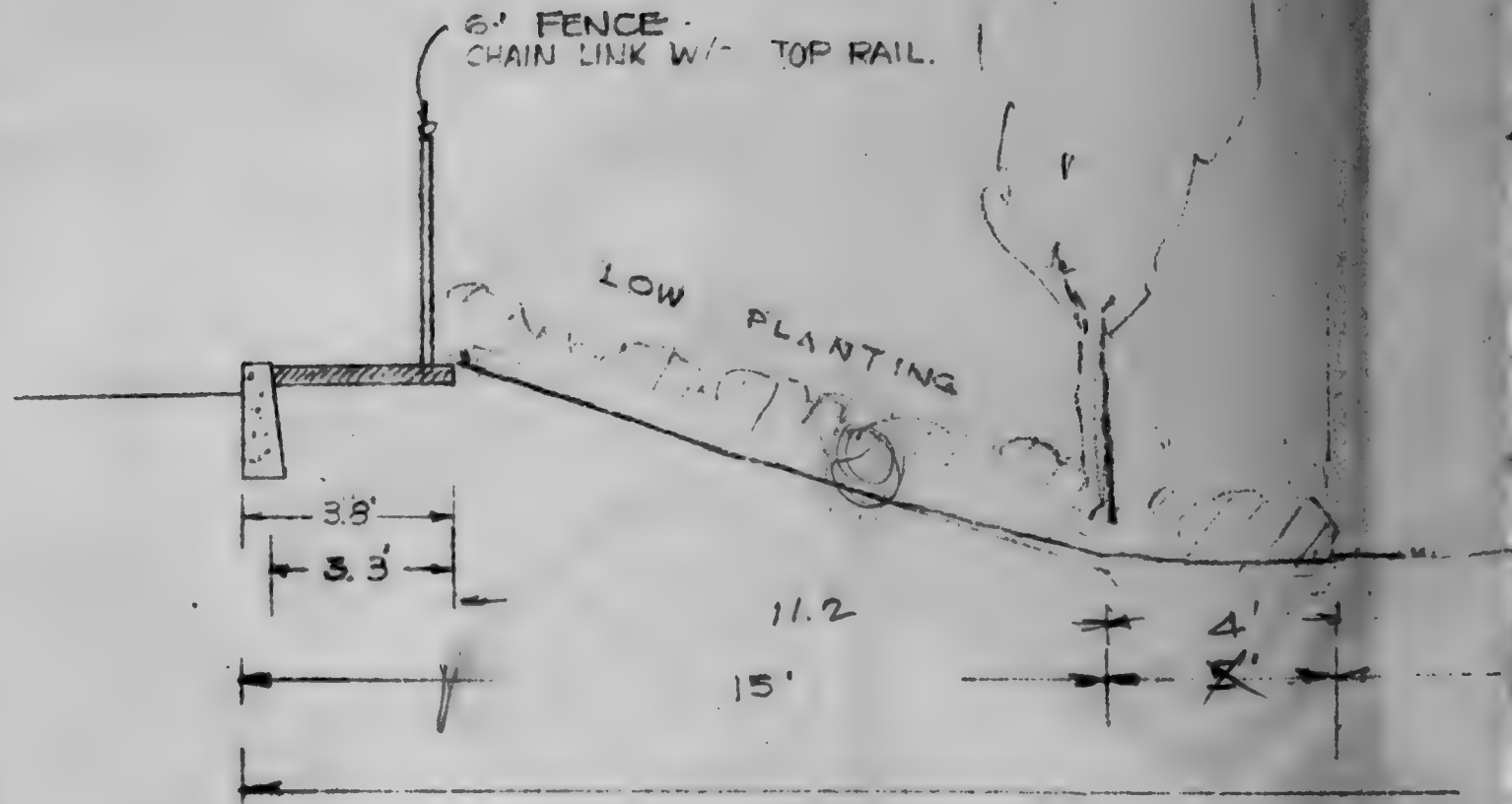
Total Landscape Improvements

1,067.35 x 16.80 + 1643.56 x 18.37 = $ 47,947.83

B.P.R. Participation 643.00 x 35.17 = 22,614.31

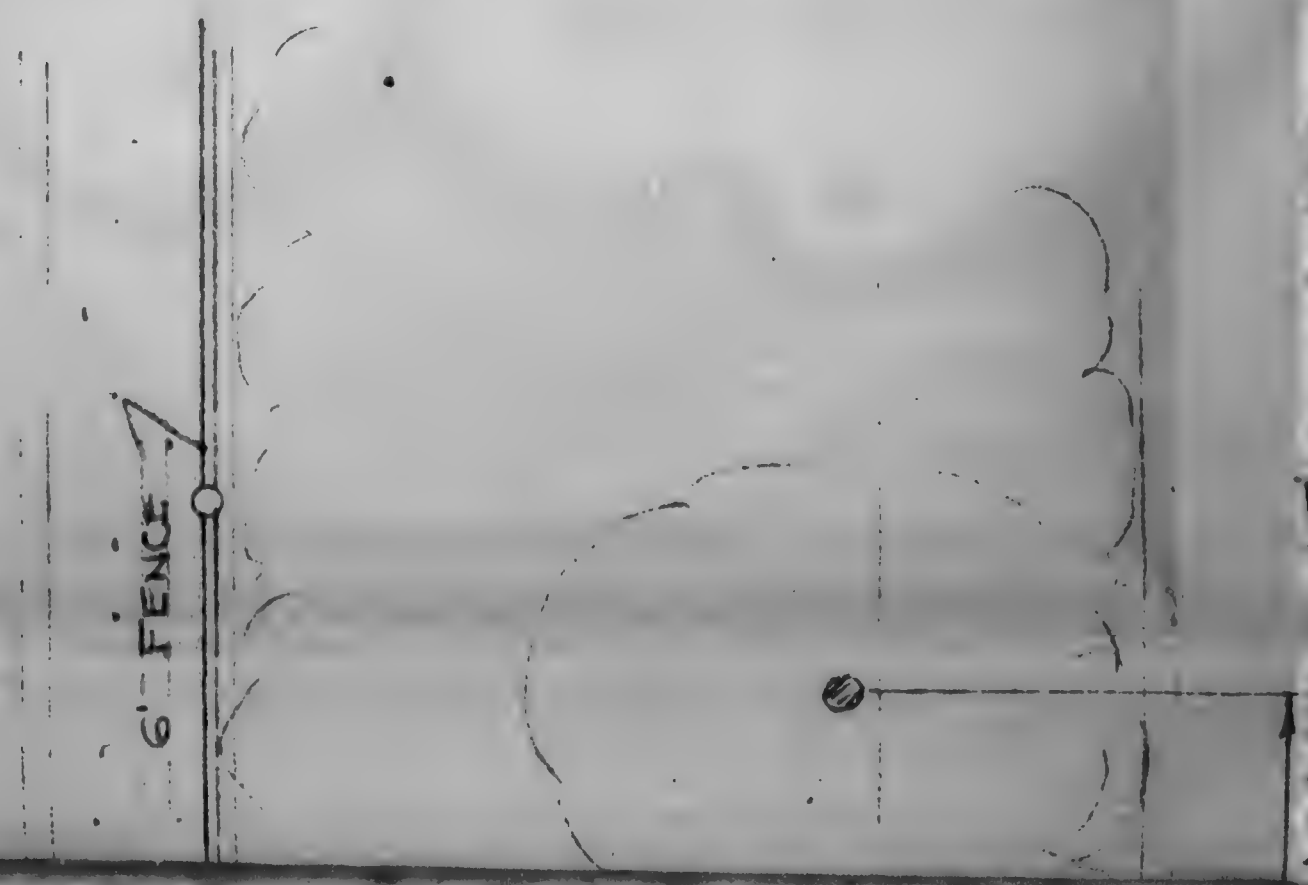
Non B.P.R. Participation 25,333.52

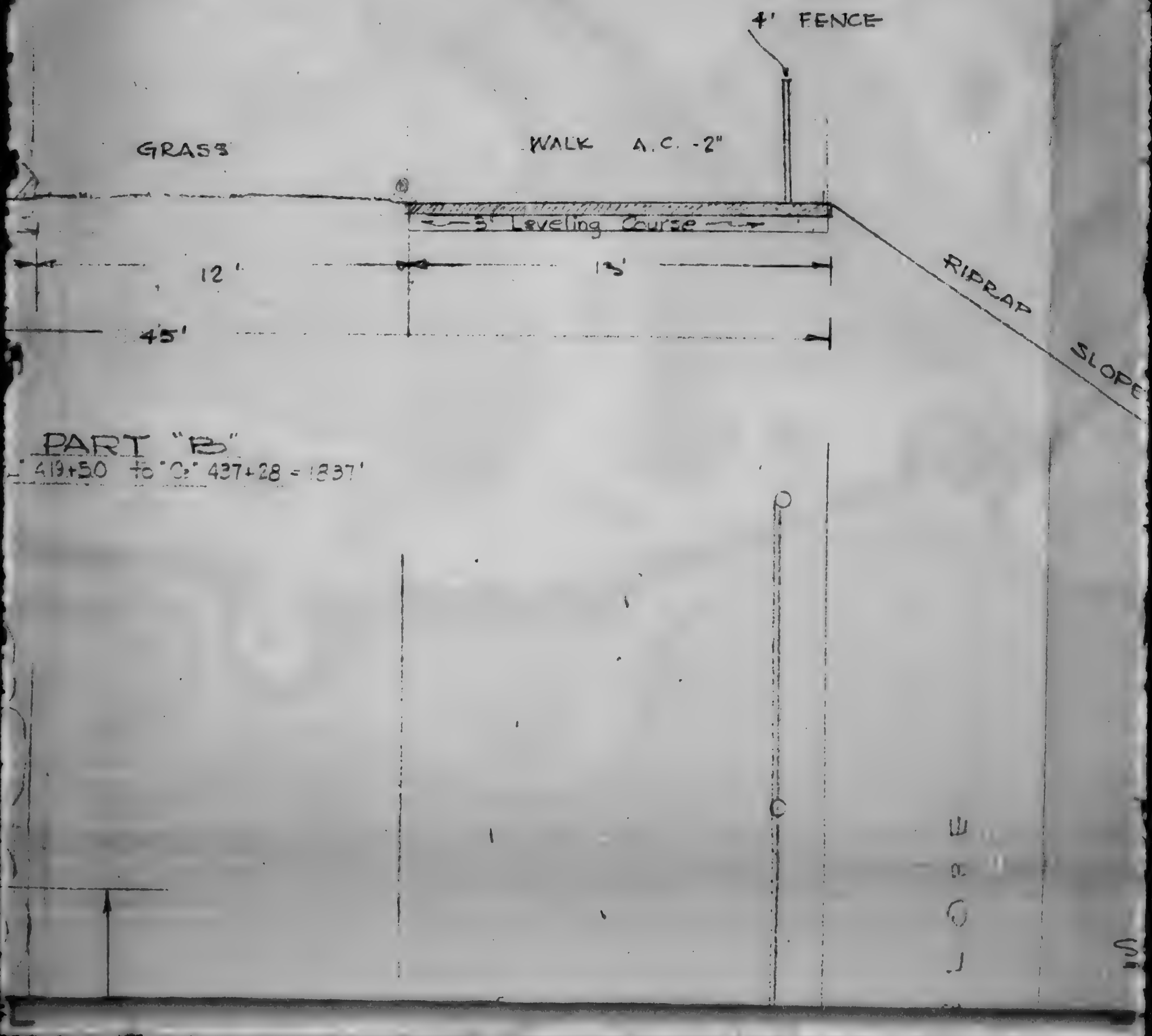
Subtotal	$ 82,126.52
+ 20% Engineering and Contingencies	16,473.48
TOTAL Non B.P.R. Participation	$ 98,600.00



PAR

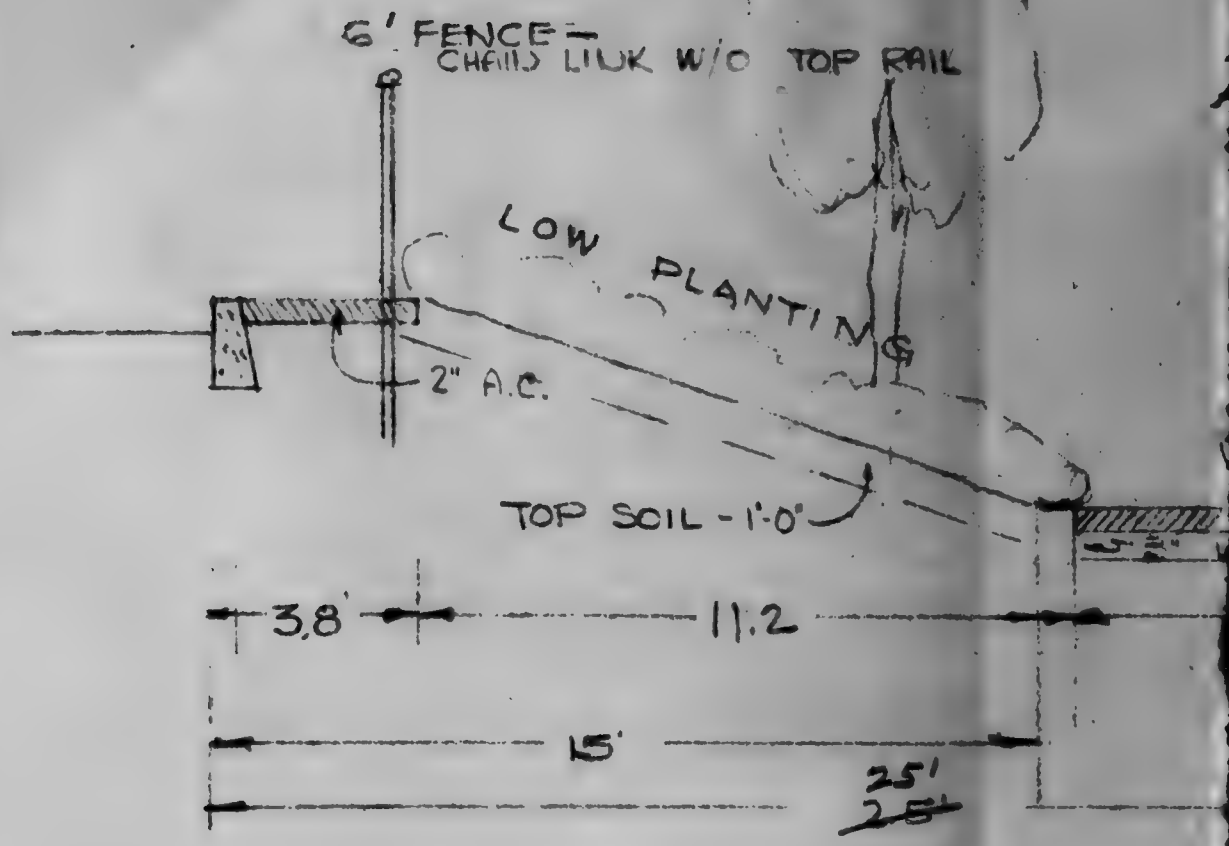
Sta. "L" 419+50

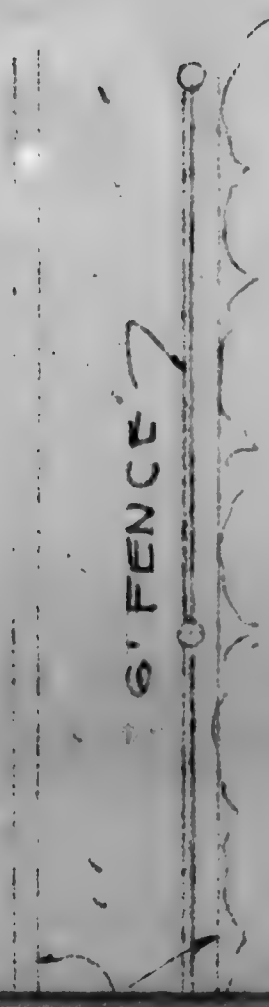




PART "B"

"A" 419+50 to "C" 437+28 = 1837'





PART "A"
STA. 403+50 - STA. 4

ALTERNATE
"L" 419+50 to "C₈" 437+28

TREE

SCALE 1" = 4'-0"

1200 S½
66.

4' FENCE - CHAIN LINK WITH TOP RAIL.

WALK A.C. - 2"

3/4" Leveling Course

10'

RIPRAP

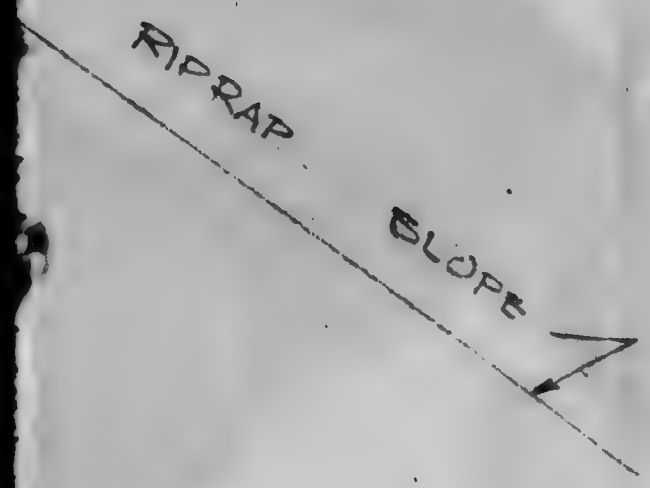
SLOPE

STA. 419+50 = 1680'

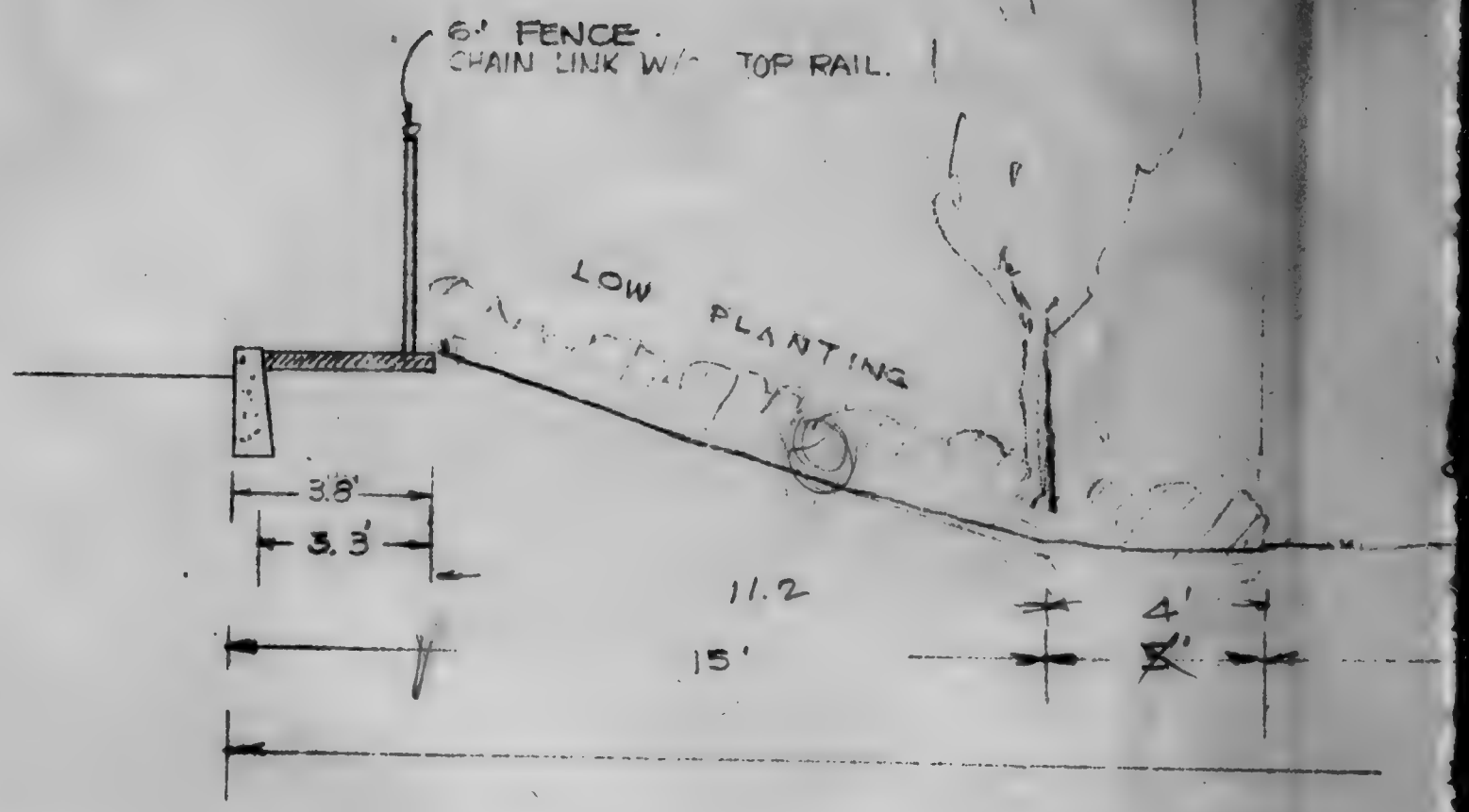
37+28 = 1837'

1200 5½
46.

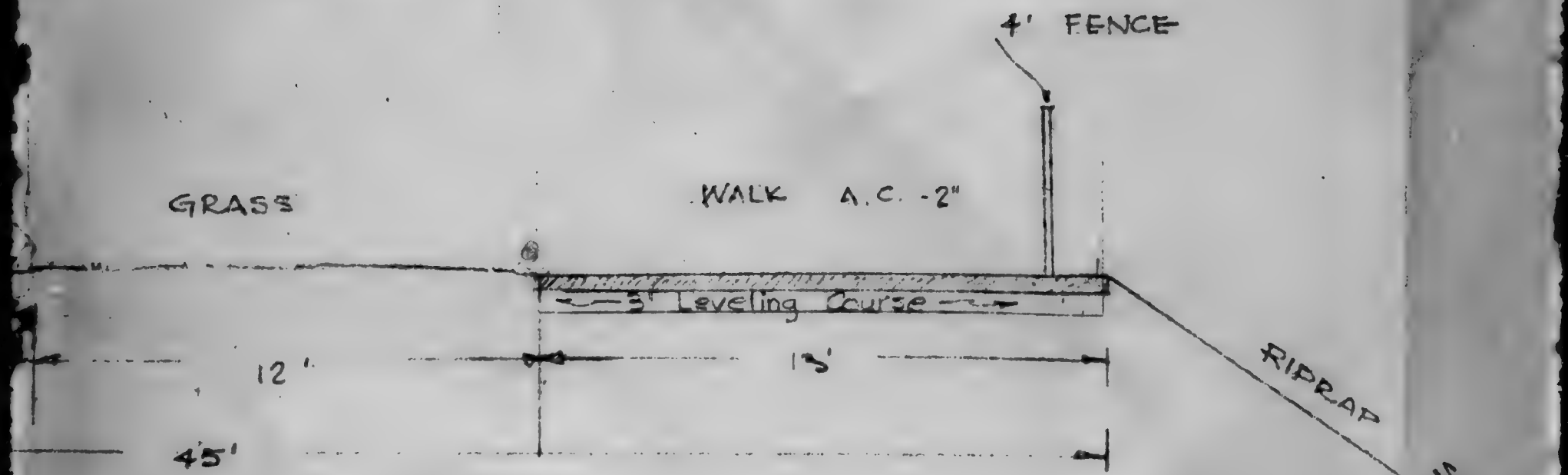
ENCE -
IU LIUK WITH TOP RAIL.



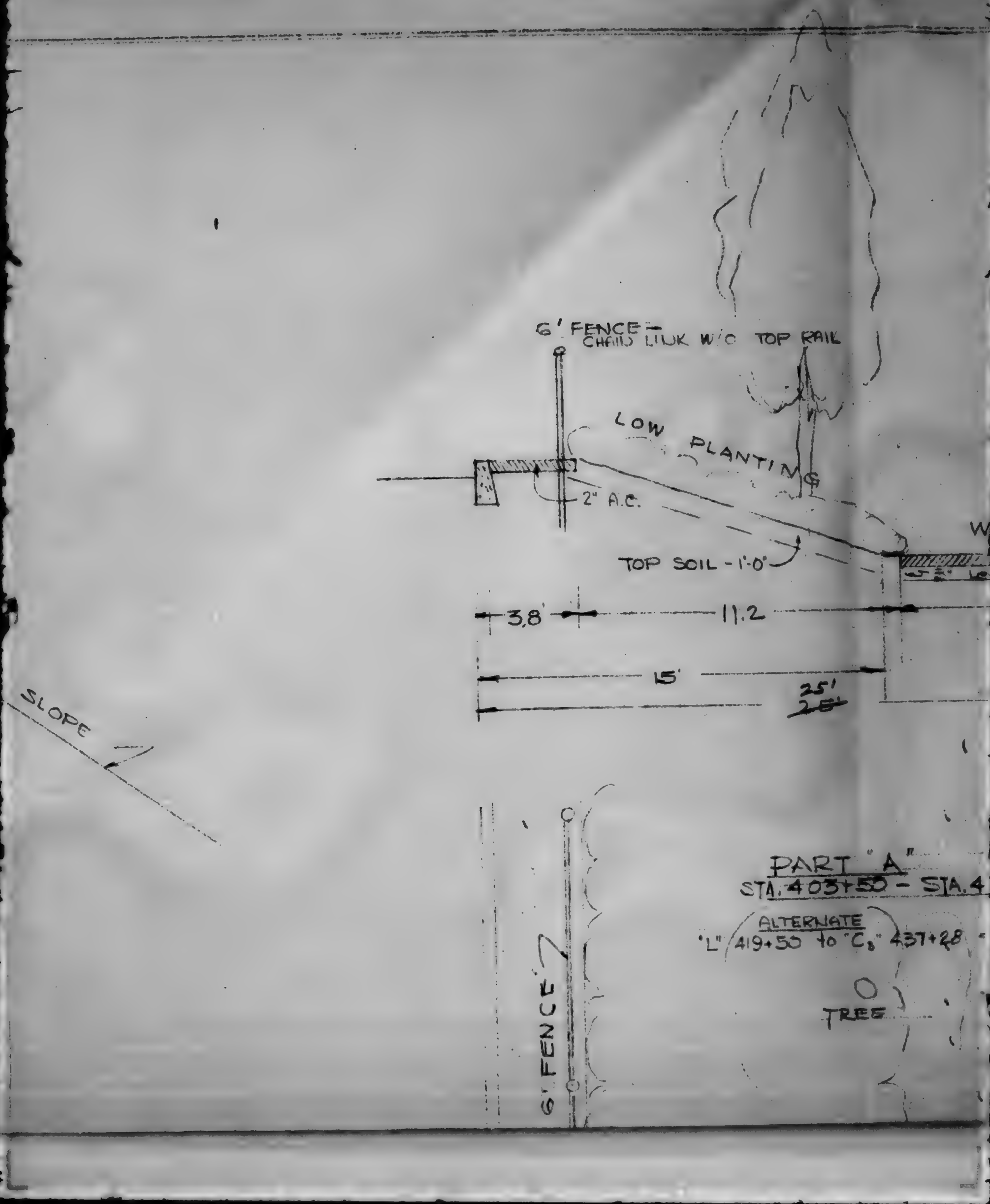
POLE



PART
Sta. L 419+50 +



PART "B"
419+50 to "C" 437+28 = 1837'


6' FENCE
CHAIN LINK W/O TOP RAIL
LOW PLANTING
2" A.C.
TOP SOIL - 1'-0"
3.8'
11.2
15'
25'
SLOPE
6' FENCE
PART "A"
STA. 403+50 - STA. 4
ALTERNATE
"L" 419+50 to "C" 437+28
TREE

1200 S 2
66.

4' FENCE -
CHAIN LINK WITH TOP RAIL.

WALK A.C. -2"

3" Leveling Course

10'

RIPRAP

SLOPE

STA. 419+50 = 1680'

37+28 = 1857'

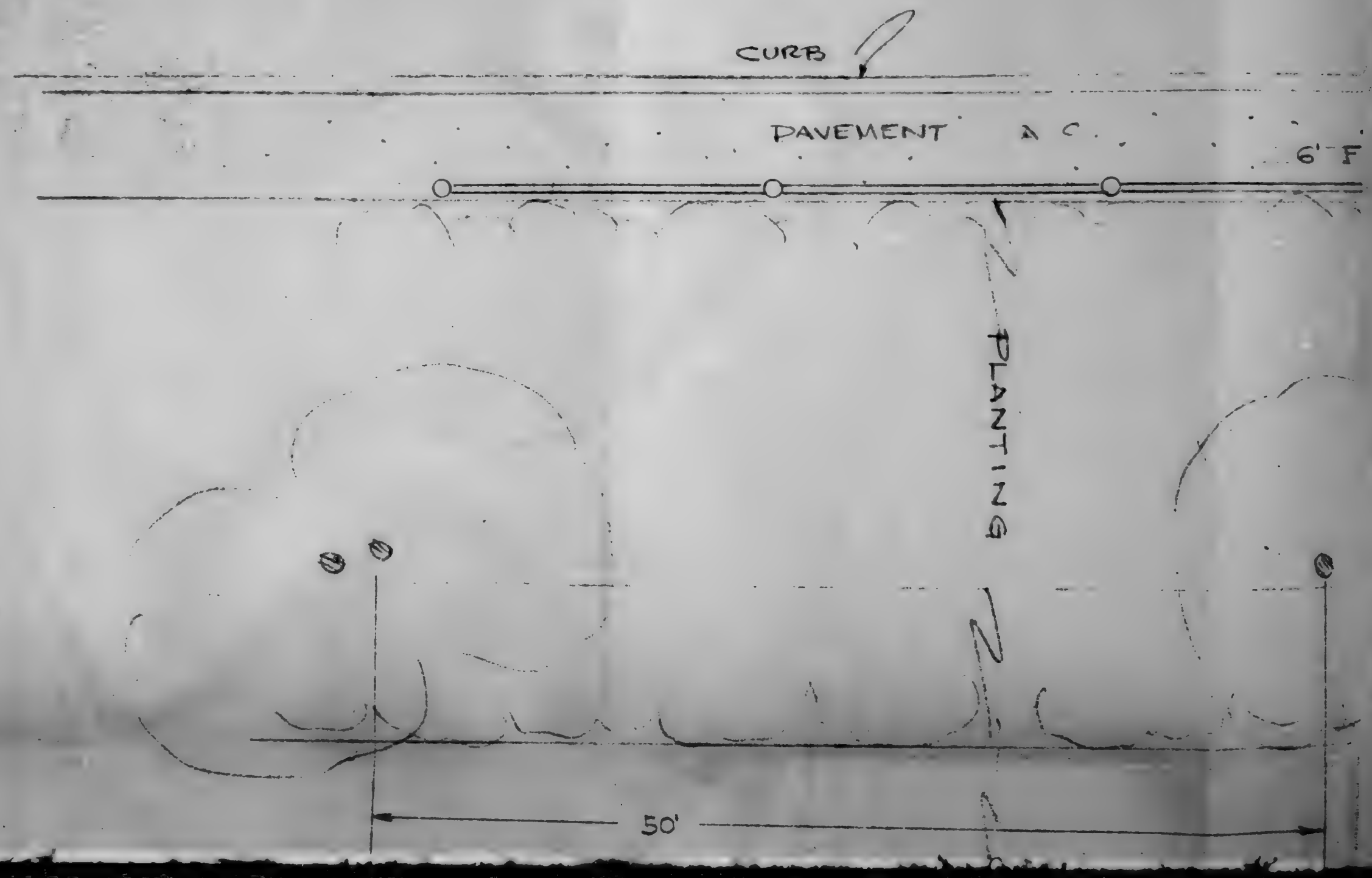
1200
5½
66.

NCE -
U LINK WITH TOF RAIL.

RIPRAP

SLOPE

4


CURB
PAVEMENT
A
C
6' F
PLANTING
50'

50'

GRASS

PAVEMENT

FENCE 4'

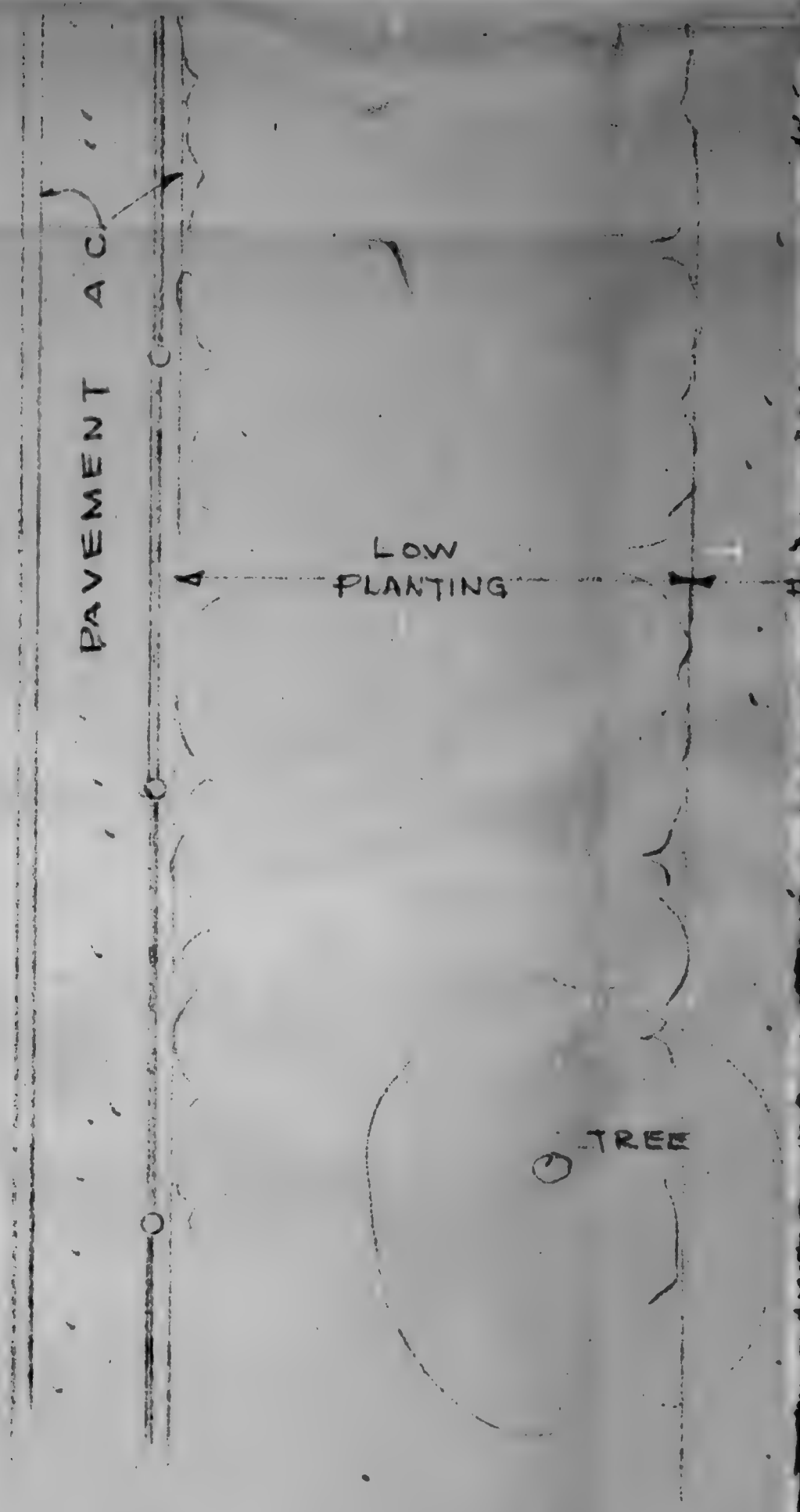
RIP RAP

SLOPE

ROAD

SCALE

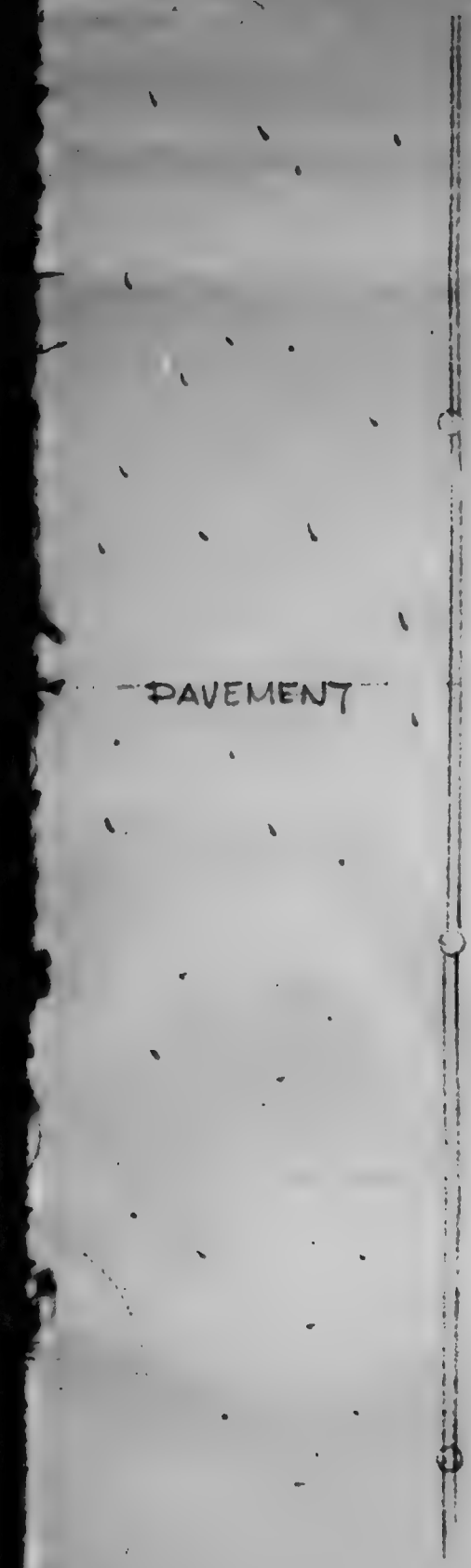
SCALE 1" = 4'-0"



ROADSIDE IMPROVEMENT

ESPLANADE

EAST BANK FREEWAY



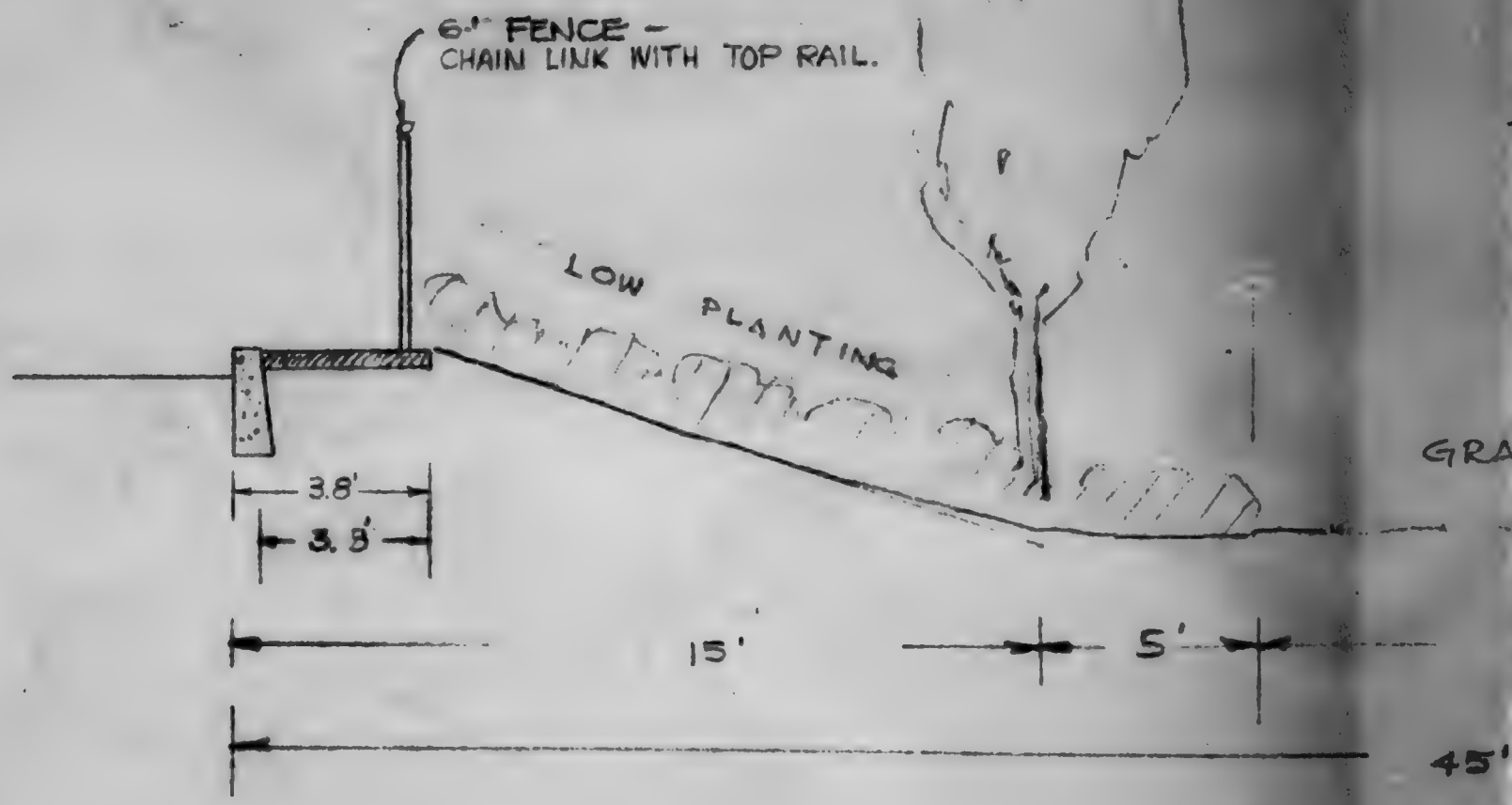
Note:

The B.P.R. will not participate in the co
of the walk or the riverside fence. The
participate in all other items of the r
(freeway fence, berm paving, top soil, lan
irrigation system). On the widened
they will not participate in these ite
their cost for the narrow (25') sec

Note:

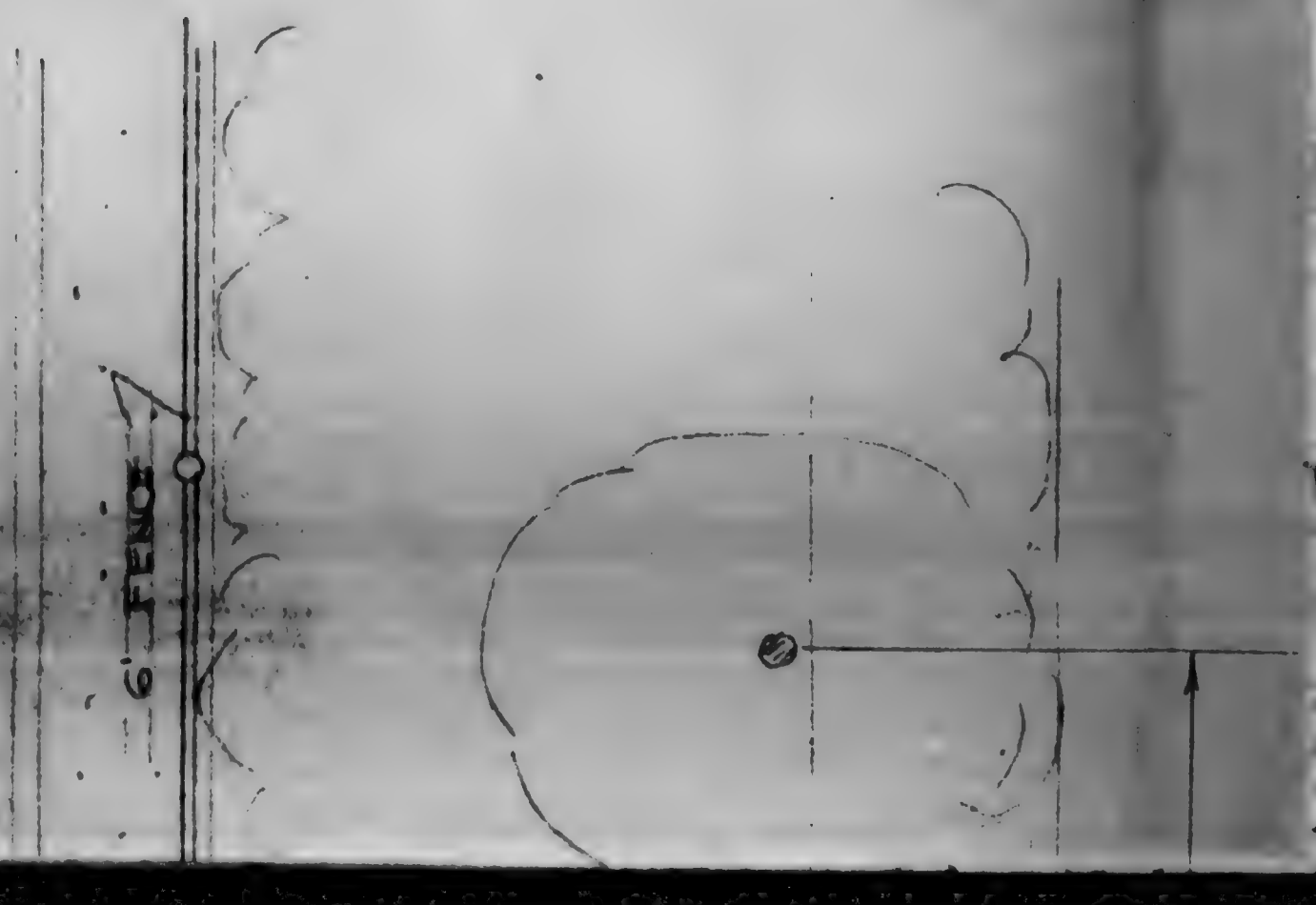
The B.P.R. will not participate in the construction of the walk or the riverside fence. They will participate in all other items of the narrow section, (freeway fence, berm paving, top soil, landscaping and irrigation system). On the widened (45') section, they will not participate in these items beyond their cost for the narrow (25') section.

8-26-59 GWW



GRA

PART "
Sta. "L" 419+30 to "C"



4' FENCE

GRASS

WALK A.C. -2"

5' Leveling Course

12'

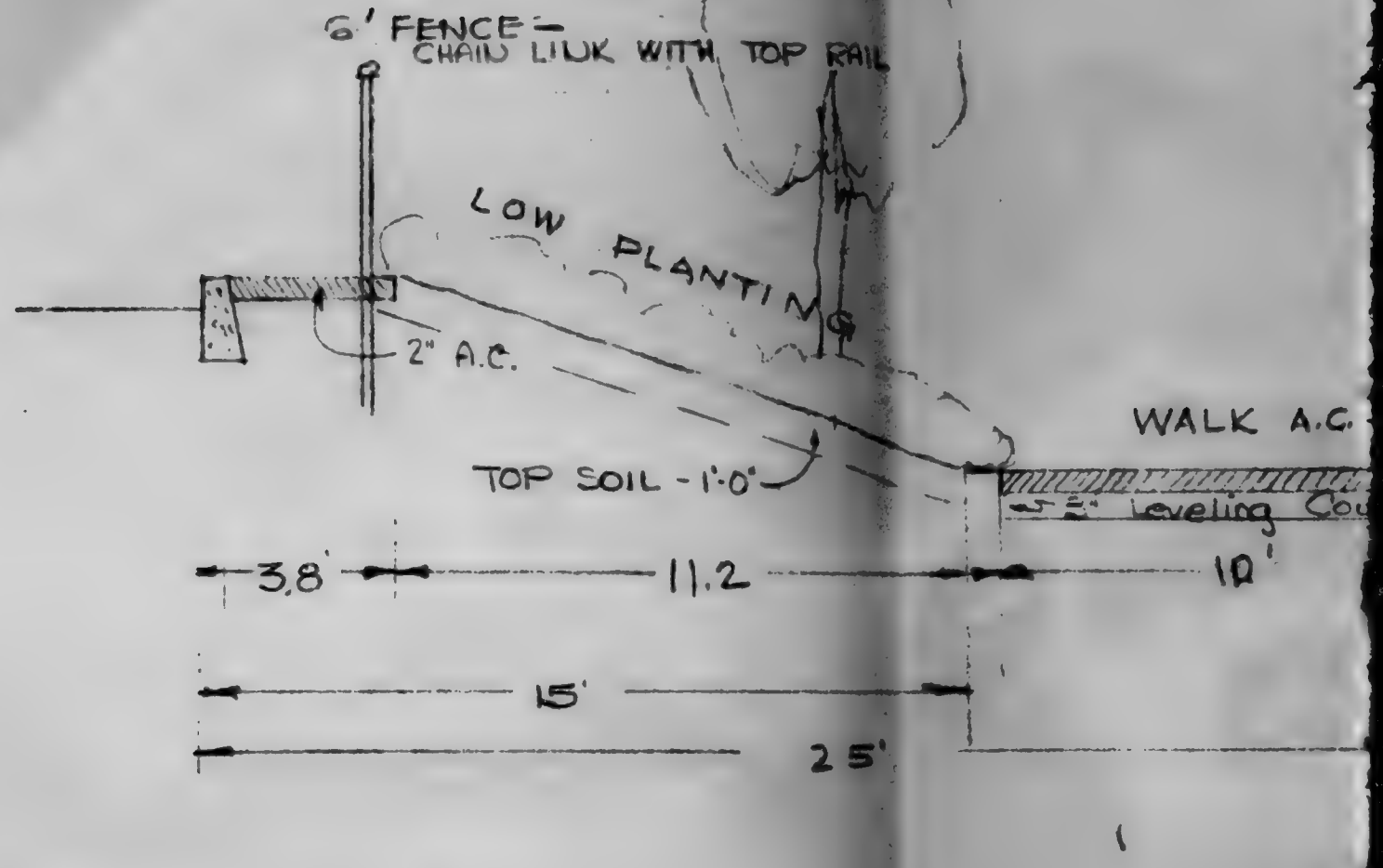
13'

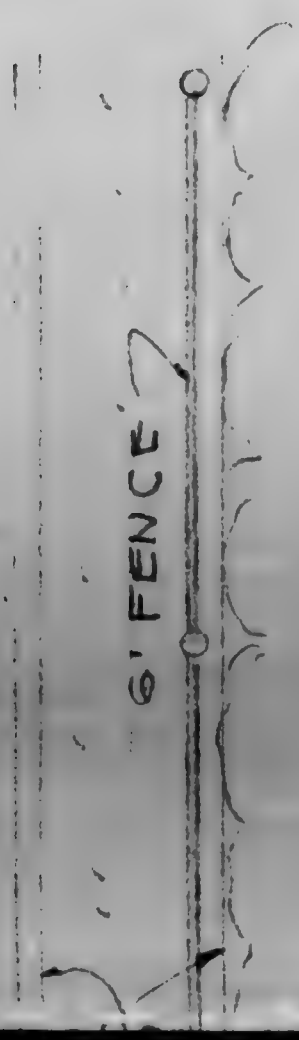
45'

RIPRAP SLOPE

ART "B"
to "C3" 437+28 = 1837'

SCALE



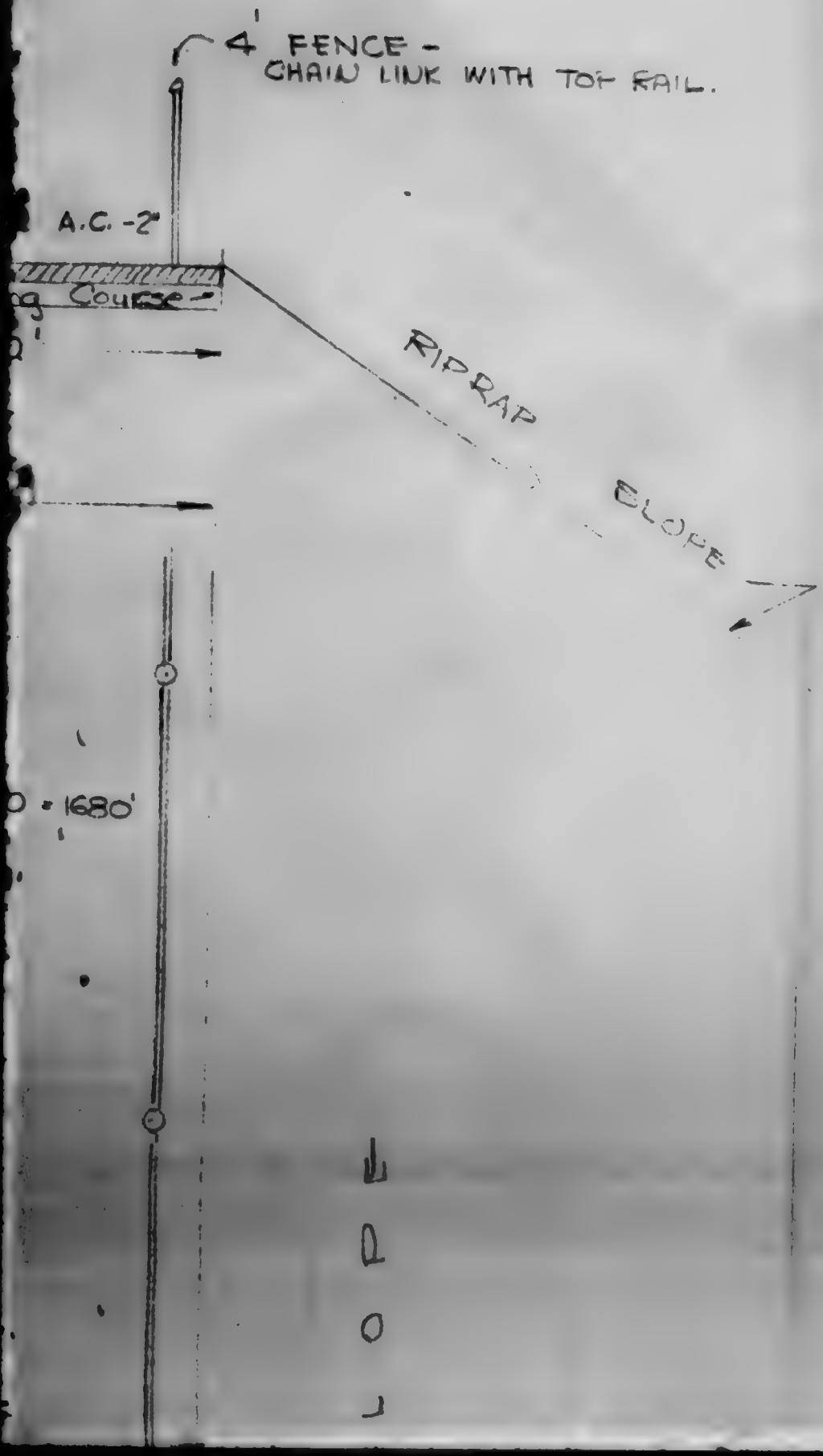


PART "A"
STA. 403+50 - STA. 419+50 • 168

ALTERNATE
"L" 419+50 to "C₂" 437+28 • 1837'

TREE

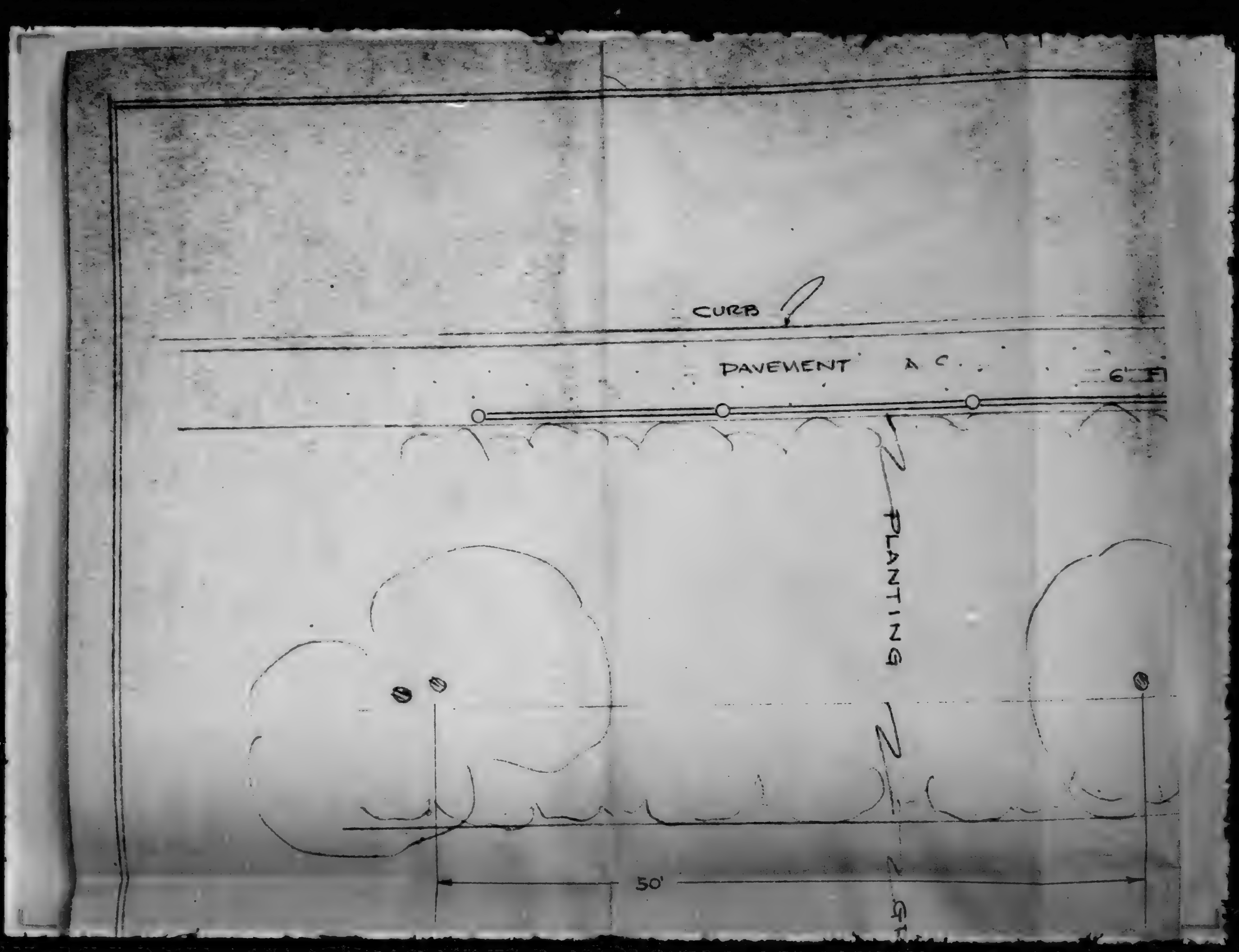
ALE 1" = 4'0"


4' FENCE -
CHAIN LINK WITH TOP RAIL.
A.C. -2"
g Course -
RIPRAP
SLOPE
0 = 1680'
LOT

CE -
LINK WITH TOP RAIL.

RIPRAP

SLOPE


CURB
PAVEMENT
A C
6' F
PLANTING
50'

GRASS

PAVEMENT

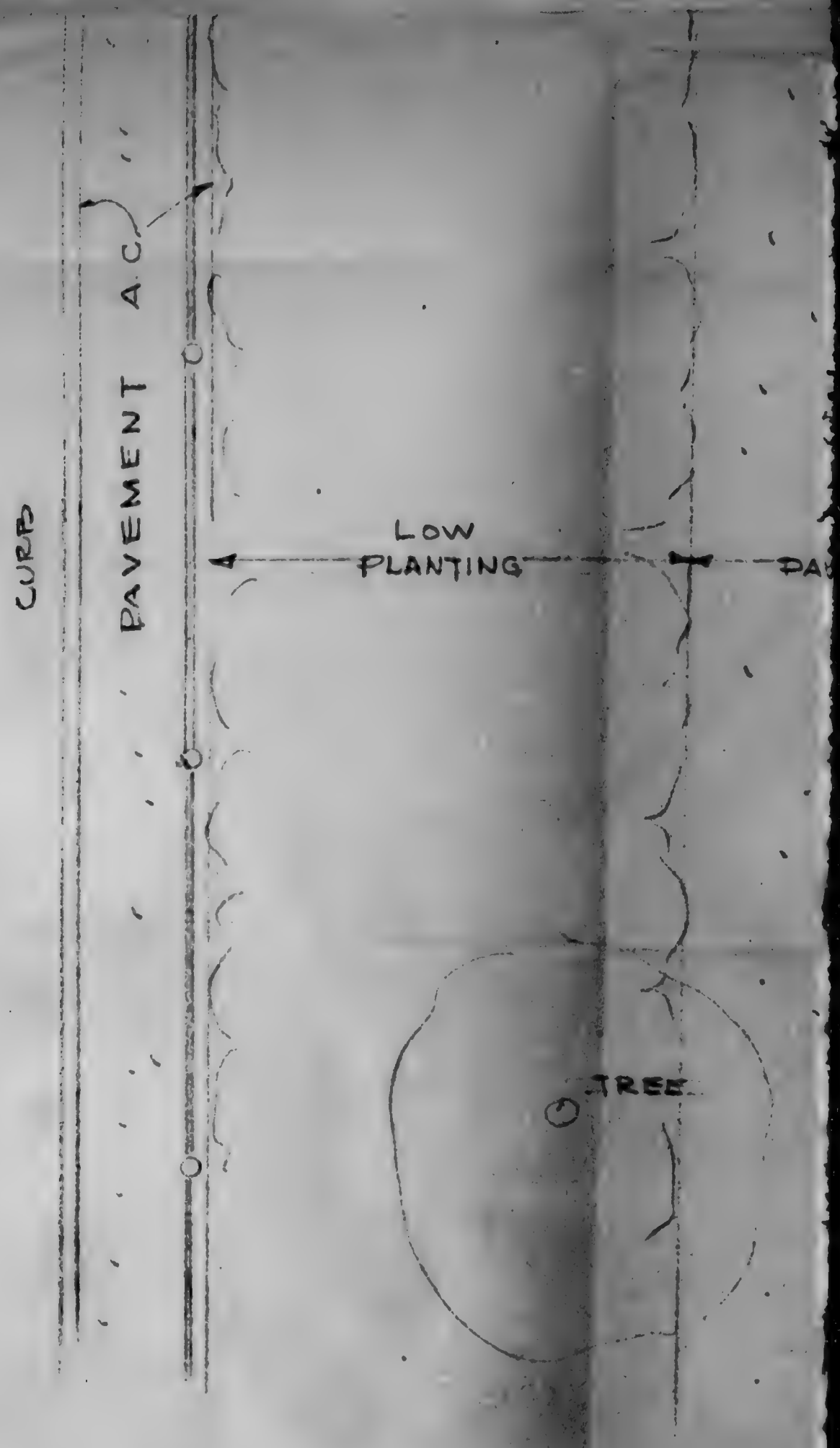
FENCE 4'

50'

SCALE

ROAD

SCALE 1" = 4'0"



ROADSIDE IMPROVEMENT

ESPLANADE

EAST BANK FREEWAY

4' FENCE

PAVEMENT

PLOT

FENCE

PARA

—

OF

8-26-59 GWW

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.2

408 State Highway Bldg.
Salem, Oregon

August 17, 1959

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(--)295
Eastbank Freeway

Dear Sir:

The preliminary copy of the construction plans for the rock toe embankment on the N.E. Glisan Street - S.E. Main Street unit of the Eastbank Freeway indicated that the rock toe was to be constructed approximately 20 to 25 feet farther to the west to accomodate the widened esplanade. This wider esplanade was requested by the City of Portland.

We have since received the attached memorandum from our Washington office concerning this matter. As indicated in the last paragraph the proposed widening is not eligible for construction with Interstate funds.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

Encls.

NOTED
FORREST COOPER

RECEIVED
AUG 17 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. D. H. Stuntz, Regional Engineer
HB-60.2 Portland, Oregon

August 11, 1959

H. H. Williams, Assistant Commissioner
HP-21 Bye D. W. Lounsbaker, Chief, Highway Design Division

Oregon - Project I-5-6( )295, East Bank Freeway, Portland

We have Mr. Cameron's memorandum of August 4 which transmitted preliminary plans and related correspondence in regard to provision of an esplanade along the west side of the subject freeway. Earlier the division office gave tentative approval to a widening of 20 to 25 feet for a 3,300-foot length on the basis that it represented an economical solution to a surplus excavation problem. This plan included a 6-foot walk along the esplanade, a 6-foot chain link fence along the freeway and pedestrian access was to be from the south end, under the freeway viaduct, and possibly by stairs to be built at the Morrison and Burnside Bridges; the city was to finance any such stairs. We understand that the costs on this basis, including walk, fence and landscaping were less than those for disposal of the surplus excavation at the nearest available area. For these conditions we concur that approval was in order, and the construction eligible for Interstate fund financing.

The State now recommends approval of the city's request for an additional width of 20 feet between the north line of Washington Street and station 63+435+50, a distance of about 1,700 feet, for which the borrow will cost an additional $55,000; other costs are not made clear. The State indicates their belief that the widening would be eligible for Federal aid as a landscape item since it would contribute to the overall architecture. It is indicated that the State does not intend to build the walk but at the same time the city is pressing for approval of the wider section primarily for use by pedestrians, for which walks seem essential.

We agree that an esplanade that is 20 feet wider for 1,700 feet along the river would be advantageous as a city riverside park. However, it is not a part of the basic Interstate facility (beyond that necessary for surplus excavation disposal) and pedestrian facilities in this area are not parts of the traffic to be served. It is not proper to consider the entire costs as landscape items since they are for fill, rock toe embankment, etc. (It appears that the $55,000 is only the borrow part of the total construction cost for the added width.) Accordingly, we find no justification for including the costs of the requested 20-foot extra widening as participating Interstate construction work. If the State and city should desire to include it as nonparticipating work, together with stairs, etc., we consider that approval would be in order if you find the plan otherwise proper.

RECEIVED
AUG 17 1959
FOR FILING

T-5-6(41) 301
.E71

July 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Attached is a preliminary copy of our construction plans for the rock toe embankment on the N. E. Glisan Street-S. E. Main Street Unit of the East Bank Freeway Section.

Study has been made of the cost of the widened esplanade from the northerly line of Washington Street to Station C3 43+45 . We find this to be approximately $55,000.

As you know, the City is vitally interested in the landscaping of this section and has urgently requested this work. It is our belief that it can be included as a justifiable landscape item, particularly in view of the fact that the cost is well in line with that of single roadside rest areas and very minute in respect to the entire cost of the project.

Your approval is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Attach.

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:jw , fn

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

RECEIVED
JUN 17 1959
FOR FILING

I-5-6(41) 301

6576

G. J. LINDSTEDT
ASSISTANT TO COMMISSIONER
GORDON L. BURT
CITY ENGINEER

CITY OF PORTLAND
OREGON

June 3, 1959

NOTED
W. C. WILLIAMS

Mr. W.C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Following the request made by Mr. Fowler, Highway Engineering Coordinator, to Mr. Shaw, your Metropolitan Engineer, an estimate has been made by your office of the extra cost entailed in widening the esplanade area on the East Bank Freeway from 25 feet to 45 feet.

A copy of a letter from Mr. Tom Edwards, Construction Engineer, to Mr. Shaw is attached. This letter sets forth the estimate of the additional cost as being $55,000.00.

It is essential that this matter be settled before plans are prepared and contracts let for river work. I would appreciate meeting with you in my office at a time that is convenient to you to discuss the details of the plan and the methods of carrying it out.

Within a few days my secretary will call your office to arrange a meeting that will fit in with your schedule.

Very truly yours,

Wm. A. Bowes

Commissioner of Public Works

B:mkr

RECEIVED
JUN - 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 5 1959
OREGON
STATE HIGHWAY COMMISSION

Portland, Oregon
May 13th, 1959

Fowler's Proposal for
Widened Esplanade,
East Bank Freeway,
Prefix: 26-1468

Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
A. V. BENEDICT

Some time ago at a meeting held in 418 Salem Office, various phases of development of Freeway study in Portland were criticised by Mr. Fowler, Commissioner Bowes and other representatives of the City of Portland. At that meeting Mr. Williams directed the writer to provide Mr. Fowler with adequate material to study a 20 foot widening of the proposed esplanade along the East Bank Freeway from Washington Street to Main Street.

Recently Mr. Fowler contacted this office stating he expected the State to present to him the results of a study of costs to widen the esplanade. After considerable searching of files here and at the Urban Section in Salem it developed that the only plans in existance of a widened esplanade were in Mr. Fowler's office and had not been transmitted to the State for consideration. We obtained Mr. Fowler's plans and cross sections and from them have computed quantities of rock toe, riprap, gravel backfill, and earthfill needed to widen the esplanade from the north line of Washington Street to the north line of Main Street. The estimate covers only the four items, and quantities are in addition to those required to construct the original plan for a 25 foot esplanade.

Item	Change in Quantity
Rip Rap	None
Rock Toe	9,000 cubic yards additional
Gravel Backfill	9,000 cubic yards additional
Earth Embankment	15,000 cubic yards additional (excavation basis)

Mr. Fowler requests that the widened esplanade be

NOTED
J. B. BOYD

considered for construction with the rock toe project scheduled for August and later. In the event this proposal is rejected, please advise this office as soon as possible, thus giving Mr. Fowler adequate time to make a sales pitch to the City to provide for the added cost of a wider esplanade section.

LPS/bd/w
cc: Dale Sturmer

LLOYD P. SHAW,
Metropolitan Engineer

RECEIVED
JUL 3 - 1958
WILLIAM A. BOWES
COMMISSIONER
FOR FILING
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
ASSISTANT TO COMMISSIONER
L. B. APPERSON
CITY ENGINEER

I-5-6(41)301
6576

CITY OF PORTLAND
OREGON

July 1, 1958

W. C. WILLIAMS

Mr. W.C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

The City Council received a communication from the American Institute of Architects, Oregon Chapter, approving a 150-foot landscaped strip between the East Bank Freeway and the river from E. Burnside Street southward.

The Highway Engineering Coordinator, Mr. Fred T. Fowler, prepared a report on this document, and copies of the communication and report are herewith enclosed for your information.

I am submitting Mr. Fowler's report to the Council with the recommendation that the communication from the architects be placed on file.

Very truly yours,

Wm. A. Bowes
Commissioner of Public Works

B:mkr

RECEIVED
JUL 3 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
ASSISTANT TO COMMISSIONER

F. T. FOWLER
HIGHWAY ENGINEERING
CO-ORDINATOR

CITY OF PORTLAND
OREGON

June 18, 1958

Commissioner William A. Bowes
Department of Public Works

Dear Commissioner Bowes:

Returned herewith is Council Cal. 2752, being the approval by the American Institute of Architects of a 150 foot landscaped strip between the East Bank Freeway and the river from E. Burnside Street southward.

The report of the State Highway Engineer on the proposed East Bank Freeway as filed with the Oregon State Highway Commission recommended the adoption of the low level plan B-2. Preliminary details of this plan indicated that the freeway would be constructed immediately east of the top of slope of the revetment.

The construction of this sloped embankment, which was made a part of the overall highway construction plan, included the excavation of the river channel to a depth of -35 feet at the harbor line. A slope of 1 1/4 to 1 from this line to the top of the embankment at El. +35 would place the line of the top of slope about 90 feet east of the harbor line.

Your Highway Engineering Co-ordinator recommended to the Highway Engineers that at least 25 feet of landscaped area be provided between the top of slope and the edge of the highway shoulder.

At the public hearing held by the State Highway Commission in the Council Chamber on May 2, 1958, general approval of the low level plan was voiced by all of the groups present. However, there was also a general request that as much landscaped area as possible be provided along the river front.

In order to incorporate the rip-rap surfaced embankment into the highway plan, it was, of course, necessary to keep the highway as closely connected as possible to the harbor line. Any large additional acquisition of rights-of-way which were not essential to the highway construction would have operated to help defeat such a plan.

It can readily be seen that, if such a plan were feasible, the movement of the highway a distance of 150 feet from the top of slope of the embankment, would have precluded the necessity to clean up the waterfront area, because the embankment necessary to maintain a highway grade of / 35, could have been made without the necessity of excavating the channel and surfacing the embankment with rip-rap.

Any such a plan of development would necessitate the cooperation by the City in the purchase of the extra right of way and the improvement of the landscaped area. Such a plan could not be authorized until after the fall election and we cannot expect this project to be held up pending such an uncertain vote of the people.

Since the plan for the low level route for the East Bank Freeway has received such general approval, I would recommend that the City and the state proceed with the necessary agreements covering this location and that the work proceed without delay.

In order that the State Highway Department may be further acquainted with the general desires of the City with regard to the providing of as much area as is practicable for landscaping along its waterfront, I would recommend that a copy of Cal. 275[illegible] together with a copy of this report be transmitted to them.

Respectfully submitted,

F. T. Fowler
Highway Engineering Co-ordinator

FTF:jr

THE AMERICAN INSTITUTE OF ARCHITECTS
OREGON CHAPTER, INC.

26 May 1958

MAYOR'S OFFICE

Mayor Terry D. Schrunk
City Hall
Portland, Oregon

Dear Mayor Schrunk:

Enclosed with this letter please find a copy of a resolution passed at the May 20th meeting of the American Institute of Architects, Oregon Chapter, Inc. This resolution was submitted by our Chapter Committee on Civic Design and Zoning and was unanimously passed by the Chapter.

We hope that you can present this resolution, expressing the Chapter's feeling, to the Portland City Council.

Sincerely,

Robert C. Douglas, Secretary

RCD:km

Encl.

PRESIDENT • JOHN K. DUKEHART
2311 N. W. IRVING ST., PORTLAND 10, OREGON
VICE-PRESIDENT • KEITH R. MAGUIRE

PAST PRESIDENT
ROBERT W. PRITCH

DIRECTORS
DONALD W. EDMUNDSON
EVERETT B. FRANKS
DANIEL McGOODWIN
EARL P. NEWBERRY

SECRETARY • ROBERT C. DOUGLAS
2041 S. W. 58TH AVENUE, PORTLAND 1
TREASURER • HARRY K. STEVENS

THE AMERICAN INSTITUTE OF ARCHITECTS
OREGON CHAPTER, INC.

May 20, 1953

WHEREAS, Portland's city planning, including the preservation of our fine natural resources, has been of constant concern to the Oregon Chapter ever since its founding; and

WHEREAS, the State highway building program includes a proposed East Bank Freeway approximately paralleling the Willamette River through the heart of Portland; and

WHEREAS, a green waterside belt through this area would bring a great credit to the State and City when viewed by motorists from either river bank and when enjoyed by our citizens and visitors as a park and promenade area;

NOW BE IT RESOLVED, that the Oregon Chapter, Inc., The American Institute of Architects, compliments the Oregon State Highway Department on their report, which includes Plan B-2 with routing as above noted and that they urge the Oregon State Highway Department to provide a distance of as near 150 feet as possible between the top of any revetment on the east side of the river and the edge of the roadway from the Burnside Bridge southward;

BE IT FURTHER RESOLVED, that the City be urged to purchase, improve and maintain this strip as a public area for reasons stated above.

RESOLUTION OFFERED BY:

Sub-Committee on Civic Design and Zoning

Norman Broekman — Gordon E. Trapp

Rollin H. Boles — Lewis P. Crutcher

Margaret O. Fritsch — Richard W. Norman

Walter L. Gordon — Glenn Stanton, Chairman (signed)

THE AMERICAN INSTITUTE OF ARCHITECTS
OREGON CHAPTER, INC.

26 May 1958

MAYOR'S OFFICE

Mayor Terry D. Schrunk
City Hall
Portland, Oregon

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Robert C. Douglas, Secretary

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Encl.

PRESIDENT • JOHN K. DUKEHART
2311 N. W. IRVING ST., PORTLAND 10, OREGON
VICE-PRESIDENT • KEITH R. MAGUIRE

PAST PRESIDENT
ROBERT W. FRITSCH

DIRECTORS
DONALD W. EDMUNDSON
EVERETT B. FRANKS
DANIEL McGOODWIN
EARL P. NEWBERRY

SECRETARY • ROBERT C. DOUGLAS
2041 S. W. 58TH AVENUE, PORTLAND 1
TREASURER • HARRY K. STEVENS

Approval by the American Institute of Architects of a 150 foot landscaped strip between the East Bank Freeway and the river from E. Burnside Street southward

June 11, 1958

Referred to Commissioner of Public Works

Filed June 4, 1958

Will Gibson
Auditor of the City of Portland

By R.S. Ivey
Deputy

THE AMERICAN INSTITUTE OF ARCHITECTS
OREGON CHAPTER, INC.

May 20, 1952

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Sub-Committee on Civic Design and Zoning

Norman Broekman — Gordon B. Trapp

Rollin H. Boles — Lewis P. Crutcher

Margaret C. Fritsch — Richard W. Norman

Walter L. Gordon — Glenn Stanton, Chairman (signed)

RECEIVED
FORM E-20 SOM 8-57
MAY 22 1958
FOR FILING
I-5-6(41)301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14th, 1958

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Proper manipulation of contracts on the East Bank Freeway can result in an esplanade or promenade as desired by the City of Portland provided the following steps are taken:

1. Construct the necessary embankment in conjunction with the excavation of the Russel Street-Oregon Street Unit. The embankment required is 210,000 cubic yards, which is available in the aforementioned unit.

2. Points of disposal are available, one being Meeks Bottom and one being the promenade. The disposal costs at Meeks Bottom will be $314,000. The disposal costs on the promenade will be $57,000.

3. A comparable amount of riprap or concrete slab slope protection will be required regardless whether the promenade is constructed or not.

4. Landscaping the area will cost $13,000. I recommend this be done by the State.

5. Chain link fencing necessary to control pedestrians and the sidewalk will cost $25,000. Access, which can be only by way of ramps from Burnside and Morrison Street bridges, will cost $75,000.

I recommend that the area be provided and landscaped, and that the City, if they wish, construct the pedestrian accesses, at which time we will construct the chain link fence and the sidewalk. The City's contribution would be approximately $75,000, the State's contribution $38,000.

I have discussed this matter with Mr. E. H. Cowan of the Bureau of Public Roads. No definite conclusion was reached, it being his desire to discuss it with Mr. Polk who is absent at this time.

Tom Edwards
Construction Engineer

TE:AR

To W.C.W.

RECEIVED
MAY 1 1 1958
OFFICE OF
ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

EAST BANK FREEWAY ESPLANADE

MULTNOMAH CO.

MAY 1958

TYPICAL SECTION
STA. 36+50 - 72+50

Amt. Saved on Borrow Haul to this Area		$ 247,000
Constr. Costs		
Chain Link Fencing	$ 11,700	
Sidewalk	9,240	
	20,940	
Engr. & Cont. 20%	4,060	
	$ 25,000	
Pedestrian Access	75,000	
Landscaping	13,000	
	$ 113,000	$ 113,000
Total Saving if Esplanade is Constr.		$ 134,000

I-405-8(9) SW Montgomery-SW Broadway 1965
302 Sec., Stadium Fwy. in Portland
#6577 Grad., Pav., etc.

(1x)
2503
2816

RECEIVED
SEP 11 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

I-405-8(9)302

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 9, 1969

3017

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

RE: Oregon Project I-405-8(9)302
S.W. Montgomery-S.W.
Broadway Section
Final Voucher - State Force Order 4
and Price Agreement 16

Dear Sir:

This will reply to your August 12 Memorandum concerning money overrun of two orders on this project. We regret that your earlier Memorandum dated April 17 on this same subject was apparently lost.

Regarding State Force Order No. 4, covering striping of the project, our conclusion is that the amount on the order simply under-estimated the striping needs. We note that the order did not include any provision for legend painting which is extensive on this kind of project with ramps, gore points and channelization. We believe the cost claimed on this order was in fact incurred in performing the necessary striping or late changes in striping but we note that a significant amount was incurred after the project was opened to traffic. We therefore suggest the participating amount be reduced from $1,467.97. The obvious eligible participating costs on this order are derived as follows:

Crew No. 16 (Taylor) predominantly incidental interchange pavement legend work, September 1 - 2.

Prefix	Hours	Code *	Rate/Hour	Amount
626-1042	7	7	$23	$161

Crew No. 11 (Buffington) mainly striping, September 1 - 2.

Prefix	Mile	Code	Rate/Mile	Amount
26-4535	4	2	$29	$116
26-4535	2	6	46	92

Prefix	Hour	Code	Rate/Hour	Amount
26-4535	6	7	$23	$138
(Overtime) 26-4535	1-1/2	7	23	34.50
			Total	$541.50

* Code - 2 - 4" beaded skip line
6 - 3" beaded solid shoulder line
7 - pavement legends

The crew foreman, Buffington, was unaware of the authorized State Force Order No. 4 and related prefix. Consequently, he used the extra gang maintenance prefix (26-4535) which was a proper charge for striping at that time.

Regarding the overrun on Price Agreement 16, which covered seeding and mulching, we attach a plan sheet on which is shown the areas covered by the measurement and payments notes. We have tried to research the basis for the original estimated split of acreage into participating and non-participating and the reason for the non-participation. The "half-slip" which accompanied the original order indicates that the split was made becaus e some re-seeding was involved on an area apparently seeded under some earlier project. After a very diligent search, we cannont confirm any prior seeding and mulching having been done in this vicinity. This would indicate that all of the work under Price Agreement 16 could have been eligible for participation. You will note that as near as we can determine at this late date the area that may have been intended as non-participating would amount to only some 1.10 acres. By either approach, the 1.75 acres excluded from participation would appear to be on the high side and should not jeopardize participation on the remainder.

In the general area of overruns of either unit items or force account orders, we point out that our specifications do not set forth a fixed percentage or allowance for overrun. On unit items, we take the position with our contractors that reasonable overruns are allowable without jeopardizing the agreed prices so long as there is no change in the character of the work or the unit cost thereof.

We are reviewing the standing instructions to our project personnel regarding overruns of contract orders and intend to re-emphasize to them the necessity of securing necessary supplemental authorizations.

RECEIVED
SEP 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
bc: F. B. Klaboe
V. E. Skoog
A. E. Johnson

Attach.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 12, 1969

In reply refer to: 08-35.5

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(9)302
SW. Montgomery - SW. Broadway Section
Final Voucher - State Force Order 4 and Price Agreement 16

Our memorandum of April 17, 1969 requested clarification of the difference in cost of State Force Order No. 4 and Price Agreement No. 16 from that shown on the subject document when originally approved by us and the amount claimed on the final voucher. For example, State Force Order No. 4 had a total estimated cost of $254. The claim on the final voucher is $1467.97. Price Agreement No. 16 had a variation on the number of acres but all the increase was claimed as participating.

Unless we receive a reply to our April 17, 1969 letter, we will have no recourse but to process the final voucher and participate in the amounts as originally approved. We would appreciate an answer so that the final voucher can be processed.

By Asst. State Hwy. Engr.

RECEIVED
AUG 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 21 1969

UNITED STATES GOVERNMENT

FOR [illegible]

Memorandum

I-405-8(9)302

TO : Mr. Forrest Cooper, State Highway Engineer
6577 Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301
DATE: April 17, 1969

In reply refer to:08-35.5

SUBJECT: Oregon I-405-8(9)302
SW. Montgomery-SW. Broadway Section
Final Voucher

In reviewing the final voucher on the subject project we find two items that need clarification before further processing is made.

State Force Order No. 4 for striping was approved by this office August 29, 1966 for a total estimated cost of $254. This was based on unit prices per mile approved by our memorandum of August 3, 1966. The claim on the final voucher for this work is $1467.97. An explanation for this wide discrepancy is requested.

Price Agreement No. 16 for seeding and mulching by the contractor was approved on the basis of Federal participation to be allowed on 2 1/4 acres and 1 3/4 acres would be nonparticipating. On the final voucher there is a total of 1 3/4 acres shown as nonparticipating but the amount claimed as participating is 3.71 acres. An explanation for this discrepancy is also requested.

We will withhold further action pending your reply.

4-21-69

By Asst. State Hwy. Engr.

RECEIVED
APR 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 28
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-405-8(9)302
6577

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 27, 1968

Mr. C. Girard Davidson
Townhouse, Inc.
1220 Commonwealth Building
Portland, Oregon 97204

RE: Sewer Repair
926 S. W. Clifton
Portland, Oregon
S. W. Montgomery-
S. W. Broadway

Dear Sir:

We have your March 18 letter making further demand for certain sewer repair costs at the subject location. Our negative response has been based on a very basic premise. We are under the impression that there must be negligence before there is liability. We believe that the State people did all that a reasonably prudent person would do to learn of the existence of private facilities in the street before and during the construction.

We note in the first paragraph of your latest letter the statement that someone obviously saw the house sewer and it is implied that this occurred during the highway construction work. To our knowledge, this has not been proven. The first knowledge of the existence of the house sewer in the area seems to have been after it was plugged some two years or so after the highway construction work was done. We note that the owners or others responsible for the management and use of the private property involved apparently did not come forth at the time of the construction in front of the property with any information or advice as to the whereabouts of their sewer service.

Since the State people did make a sincere and conscientious effort in checking permits and available records, none of which indicated the presence of the house sewer, and with no evidence of the sewer during the actual construction, we are still at a loss as to the nature of the negligence on the part of the State. I assure you we are still open-minded on the subject and would gladly consider any further factual information you can offer or any new interpretation of the facts available, but at the present time we must stand on our recommendation that the claim be denied.

JAB:ss:fw

bc: F. B. Klaboe
A. E. Johnson
Jack Sollis

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

RECEIVED
MAR 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

LAW OFFICES
DAVIDSON, SHARKEY & CUMMINGS
1700 K STREET, NORTHWEST
WASHINGTON, D. C. 20006
(202) FEDERAL 8-1010

C. GIRARD DAVIDSON
JAMES T. SHARKEY
H. DON CUMMINGS

COMMONWEALTH BUILDING
PORTLAND, OREGON 97204
(503) 223-3800

Portland, Oregon

March 18, 1968

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Frank E
Morelock
Trout
Scott
Wille
Litchfield
Olson

RECEIVED
MAR 19 19
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Re: Sewer Repair
926 S. W. Clifton
Portland, Oregon
S. W. Montgomery-
S. W. Broadway

Dear Mr. Morgan:

Your letter of December 1, on the above subject denying liability came as a surprise in view of the conference which Mr. Lord and I had with you and your representatives. Other than the original inspector there seemed to be no one in the room who did not feel that the contractor for the Highway Department was negligent in locating the new sewer when he obviously saw the one next to it which subsequently became plugged by your contractor's movement of the soil.

In any event, I referred your letter and file to our principals in the East and we have been instructed to take whatever steps are necessary to establish the liability of the Highway Department and collect the amount that is due P. S. Lord Mechanical Contractors.

A lawsuit is always a nuisance taking everyone's time away from other duties. But in a situation such as this there seems to be little alternative. Do you feel that anything further would be gained by a further conference or further discussions, or have you made up your mind that this matter will have to be determined by a jury? If there is any possibility of an amicable settlement, of course, I would prefer to follow this course as I indicated to you during our conference.

Very truly yours,

C. Girard Davidson

C. Girard Davidson

FORM PR-33A (REV. 4-66)

OSE (Kiabee)
OSE (Edwards)
Region
Wash DC
Schell, Area Engr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	DIVISION
I-405-8(9)302		Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
12-8-67	J. T. Cox, Engineer Trainee		I-405-8(9)302
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACTING AGENCY**	**TIME ELAPSED**	**APPROVED EXTENSION(S)**
11-28-66	3-9-67	580/506 = 114%	See below
CONTRACT TIME	**LOCATION**		
506 cal. days	Stadium Freeway, SW. Montgomery - SW. Broadway Section, Stas 438+00 to 477+00		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

SW. MONTGOMERY - SW. BROADWAY SECTION
STADIUM FREEWAY
Grading, Paving, Structures, Signing, and Illumination

The roadway consists of a 6-lane divided facility with full access control. This portion of I-405 begins at Sta 448+00 which is 200' south of Market Street between 13th and 14th Avenues in Portland, Oregon. The route then proceeds southeasterly, a distance of 0.36 miles to Sta 477+00.

Each roadway was constructed of 8" continuously reinforced concrete pavement on approximately 1 1/2" of stone leveling course on approximately 10 1/2" of plant-mix stone base. The shoulders are 10' wide on the outside and 5' wide on the inside consisting of approximately 14 1/2" plant-mix stone base. The shoulder surfacing consists of 2" asphaltic concrete on approximately 1 1/2" of stone leveling course.

Four structures were constructed to carry city streets across the freeway and an additional structure for a southbound direct connection to the freeway.

(more)

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended. — H. A. Schell, Area Engineer

Project Accepted 12-8-67 (Date) — A. P. Partenia, Division Engineer

Wyle Norman 1-12-65

This contract was awarded on April 27, 1965 with a completion date of September 15, 1966. The completion date was extended to November 28, 1966 due to signing changes (see Final Inspection Report). We concur with this extension.

Item	Item and Reason	% Over or Under
Structures		
4	Structural Excavation Below Elevation Shown - none required	100% under
SW. Montgomery St. Str.		
15	Structural Excavation Below Elevation Shown - none required	100% under
16	Selected Borrow - Typographical Error in estimated quantity	44.2% under
Canyon - Stadium Connection		
24	Structural Excavation - Error in original estimate	32.7% under
25	Structural Excavation Below Elevation Shown - none required	100% under
SW. 12th Avenue Str.		
33	Structural Excavation Below Elevation Shown - All that was needed	78.7% under
SW. Park Avenue Str.		
47	Structural Excavation Below Elevation Shown - none required	100% under
Roadwork		
63	General Excavation - Underrun result of variation in actual field cross-sections over those used in computing estimate	11.8% under
67	Special Backfill in Drains - Additional backfill for necessary added perforated drains at L461-462	41.4% under

(more)

69	3/4" - 0 Material in Leveling Course - Overrun created by addition of several sidewalk areas, berm areas, and A/C feathering sections that required additional leveling material	19.5% over
132	Salvaging Type 2 Barricades - Due to project opening sequence, it was not possible to salvage all barricades located on north and westbound lanes.	23.1% over
133	Guardrail Salv. Barricade - Due to project opening sequence, it was not possible to salvage and reinstall the existing Type 2 barricade; consequently, all but 50' of this item was deleted.	98.1% under
135	Type 2 Barricade - Salv. Type 2 - Due to project opening sequence, it was necessary to salvage and reinstall existing barricades from adjoining completed sections of the Stadium Freeway.	3450% under

For additional information on overruns and underruns, see the Final Inspection Report.

In addition to the change listed on the Final Inspection Report, the following changes have been received:

Change No.	Description	Amount	BPR Approval
PA #19	Furnish and place counterweights of sacked granular material for Type II Barricade Weights	~~Not Approved~~	NP
PA #20	Clean up area of salvaged Type II Barricades	$109	NP
PA #21	Revise Type "A" Signs	LS	NP

A total of 13 subcontractors worked on this project. Their work amounted to 40% of the total contract. For a breakdown of this work by item, see the Final Inspection Report.

A review of the record and job control test reports indicates the materials incorporated into this project substantially comply with the required specifications.

(more)

Under Item 72 a penalty of $70 was assessed the contractor for the use of nonspecification RC-250 Prime Coat. This assessment is covered under PA #17. The State's materials certificate indicates that the use of this nonspecification material will not be detrimental to the project's final quality.

There were no encroachments within the right of way which impair the highway or interfere with the free and safe flow of traffic.

RECEIVED
JUN 2 1969
OFFICE OF

FORM S-123X 10M 6-67
RECEIVED
DEC 1 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-405-8(9)302
6577

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 1, 1967

NOTED
F. B. KLABOE

Mr. C. Girard Davidson
Townhouse, Inc.
1220 Commonwealth Building
Portland, Oregon 97204

RE: Sewer Repair
926 S. W. Clifton
Portland, Oregon
S. W. Montgomery-
S. W. Broadway

Dear Sir:

Since our November 14 meeting, we have investigated further and reviewed the circumstances relating to your request for reimbursement on the subject sewer repair. City building permit and plumbing permit records and certain County Assessor's records were again checked in an effort to learn the history of the construction of this sewer. We can find no record of it. In relocating and protecting such facilities, we must rely on the available permit records to learn of their existence and conduct our work accordingly.

We believe a conscientious and reasonable effort was made in the planning and engineering of the highway contract work in this vicinity two years ago to avoid damage to your sewer. We therefore can find no negligence on the part of the State.

In the absence of any proof of negligence, we must again respectfully deny your claim.

RECEIVED
DEC 1 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:ss:fw
bc: F. B. Klaboe
A. E. Johnson
Myron Stovall

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

RECEIVED
DEC 1 - 1967
FOR FILING
I-405-8(9)302
6577

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1967

SUBJECT: Damage to Private Sewer
During Highway Construction

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

Building

You posed three questions to me concerning liability for damage to a private sewer during highway construction. The first question was:

1. Would our contractor be liable if it could be shown that his excavation or backfilling caused the damage?

In answer to this, all I can say is that we could tender the claim to him, but it is doubtful that it would be accepted.

2. Would there be any liability at all on anybody inasmuch as this is a private sewer line located in a public street?

3. Would the State be liable even though we did not know of its existance at the time we constructed the main sewer line?

The answers to 2 and 3 would be the same, in that the land owner would have to prove negligence on the part of the State before there would be any liability.

Attached is a letter from Mr. Benedict showing when the house was built and probably the time that the sewer line was put in. Inasmuch as the sewer line was put in before the City of Portland kept records there was no way that the City of Portland, or the State, or the contractor could have had any knowledge of existance of the sewer line. It would appear therefore that the owner assumed the risk of damage to his unmarked sewer in a public street and that there is no legal liability on the part of the state even though the damage may have been caused by our construction of the sewer. There must be negligence before there is

COPY TO MORGAN W/NOTE 11-30-67:

As you can tell from this letter, we are not responsible.

FBK

RECEIVED
NOV 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

liability and if we can show that in this case that we did all that a reasonablly prudent person would do to locate any existing private facilities in the street, there would be no liability on our part.

Jack L. Sollis

JACK L. SOLLIS
Staff Attorney

JLS:lf
Attachment

cc: F. D. Morgan
G. E. Rohde
Frank C. McKinney

FORM S-30 REV. 10-63

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
November 22, 1967

John Bond.

To: Mr. A. E. Johnson
Metropolitan Engineer
O F F I C E

SUBJECT: S. W. Montgomery-S. W. Broadway
Stadium Freeway
Contract: 6577

ATTENTION: Mr. A. V. Benedict

L

I have further investigated the sewer damage claim of Townhouse, Inc. at 926 S. W. Clifton Street.

I checked the City building permits and plumbing permits and find that no such permits were issued prior to 1906.

The main sewer in S. W. Park Avenue, to which the plugged sewer was originally connected, was built in March, 1888.

A check in the Multnomah County Assessor's office shows that the house first appeared on the tax rolls in 1898. It takes a year from the time an improvement is made until it appears on the tax rolls. It is safe to assume that the house was built in 1897.

Due to the fact that the main sewer in S. W. Park Avenue was built in 1888 and that the house was built in 1897, it appears that the plugged sewer was installed at the time the house was built. According to City Sewer Department, it was a common practice to install connections to the nearest sewer in the manner this was installed.

The address 926 S. W. Clifton Street was formerly 390 S. W. Clifton Place. The numbering system was changed in 1932. In 1888, it was known as South Street.

M. W. Stovall
M. W. Stovall
Resident Engineer

MWS:sh

NOV 27 1967
B Jn

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 16, 1967

Salem, Oregon

RECEIVED
NOV 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Sewer Damage Claim
SW Montgomery-SW Broadway
Stadium Freeway

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

B/up
11-21

11-27

We met yesterday with Mr. C. Girard Davidson and Mr. Richard Lord to discuss Mr. Davidson's claim for reimbursement of sewer repair costs. We have previously reported to you on this matter under date of October 12. Mr. Davidson is one of the corporate owners of the property served by the sewer in question. Mr. Lord is connected with the firm which did part of the repair work but is not involved in the ownership of the Town house property.

Although the exact point of the blockage of the 6-inch private sewer line was not uncovered, (this has been a key point in our resistance to any claim payment up to this time) other facts make a very good circumstantial case that our 24-inch sewer reconstruction in the area did contribute to the blockage. We know the 6-inch line was very close, probably only a matter of inches, to our excavations. Our trench was backfilled with sand and vibrated for compaction. One possible cause of disturbance to the private line would be this vibration. Pavement over our sewer line has settled. It is likely that with the passage of time through two wet winter seasons the sand backfill in our trench settled and as this settlement accumulated upward (the 24-inch sewer is about 17 feet deep whereas the 6-inch line is about 4 feet deep) the sand backfill settled away from the side of the original trench perhaps leaving a void in the close proximity of the 6-inch line. Another point brought out at the meeting was that an earlier blockage of the line was successfully removed by a roto-cleaner. (The cost of this is included in the claim.) This would indicate that the trouble was progressive. We cannot establish whether our trench excavation was tight-sheeted or only intermittently braced at the time of construction but in either case the process of removing the trench support materials could have disturbed the adjacent original ground along side the 6-inch line and any damage caused thereby would have been undetected.

Mr. Sollis from our Legal Division was present at the meeting and concurs that the preponderance of evidence is toward our sewer construction contributing to the damage claimed. We therefore recommend that properly supported repair costs be paid. The amount of the claim as presented is $3,621.38. This consists of 3 parts; two bills from Fullmer Plumbing Company in the amountof $244.45 and

$185.00, and the P. S. Lord Company bill in the amount of $3,191.93. We believe we should seek some reduction in the P. S. Lord component. We object to the 50% markup on labor for supervision, overhead and profit. Mr. Lord presented an itemization of the materials amount at the meeting yesterday. Before pursuing these details concerning the amount involved we should first know whether you concur in our recommendation for reimbursement. Our complete file is attached.

rec'd 11-21-67

F. D. Morgan
Construction Engineer

JAB:ss
Enclosure

FORM F-123X 10M 6-67
RECEIVED
OCT 25 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-405-8(9)302

6517

Townhouse Inc

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 16, 1967

NOTE -
F. B. KLABOE

Mr. C. Girrard Davidson
Townhouse, Inc.
1220 Commonwealth Building
Portland, Oregon 97204

RE: Sewer Repair
926 S. W. Clifton
Portland, Oregon
S. W. Montgomery-S. W. Broadway

Dear Sir:

This will reply to your July 27 and September 11 letters to Mr. A. E. Johnson requesting reimbursement in the amount of $3,521.38 for repair of a sewer serving the subject property.

Our investigation of this matter shows that the contract sewer reconstruction in this vicinity was done in 1965. In November of that year, the 6-inch line in question was discovered at the intersection of S. W. Park and S. W. Clifton. The 6-inch sewer was connected directly to the newly installed 24-inch line at that time. The 6-inch line apparently functioned satisfactorily for almost two years since then. We understand it is an older installation, having been installed sometime prior to 1900. Obviously, the sewer line would be subject to some maintenance over a period of time.

Our representative was called and was at the scene when a segment of the house line was exposed. The blockage was obviously somewhere below, or easterly of that point. There was no evidence that the trunk line construction had disturbed the house line at the exposed segment. Since the house line was apparently not exposed at the point of blockage, the nature and cause of the blockage was not determined.

The available facts do not verify that the work for which you claim reimbursement was necessitated by the highway construction. In addition, the amount of the claim seems exaggerated in all components. We cannot understand a charge of $1,027.41 for un-itemized materials, for instance. Payment of the claim is therefore respectfully denied.

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

JAB:ss:fw
bc: F. B. Klaboe
A. E. Johnson

Forrest Cooper
State Highway Engineer

By F. D. Morgan

F. D. Morgan
Construction Engineer

LAW OFFICES
DAVIDSON, SHARKEY & CUMMINGS
1700 K STREET, NORTHWEST
WASHINGTON, D. C. 20006
(202) FEDERAL 8-1010

COMMONWEALTH BUILDING
PORTLAND, OREGON 97204
(503) 223-3600

Portland, Oregon

September 11, 1967

Mr. A. E. Johnson
Metropolitan Engineer
State Highway Department
State of Oregon
5821 N. E. Glison
Portland, Oregon

Dear Mr. Johnson:

On July 27, 1967, Townhouse, Inc. submitted to you a claim for $3,521.38 for sewer work at 926 S. W. Clifton Street and Park Avenue in the city of Portland. Townhouse, Inc. has had no acknowledgment of the claim or any suggestion as to its status. We would appreciate hearing from you in this connection and ascertaining whether it has been put in line for payment. The contractors are requesting payment and we would like to advise them.

Very truly yours,

C. Girard Davidson
Hsn

C. Girard Davidson

cc: F.D. Morgan.
See letter dated 9-14-67
acknowledging phone call.
This letter reached my desk
after above letter written - C.G.D.

METROPOLITAN ENGINEER
RECEIVED
SEP 13 1967

TOWNHOUSE, INC.

1220 Commonwealth Building
Portland, Oregon 97204

July 27, 1967

Mr. A. E. Johnson
Metropolitan Engineer
State Highway Department
State of Oregon
5821 N. E. Glison
Portland, Oregon

Re: Sewer Repair
926 S. W. Clifton

Dear Mr. Johnson:

There is enclosed a copy of Invoice No. 67-123 from P. S. Lord Mechanical Contractors covering sewer work at 926 S. W. Clifton St. and Park Avenue in the city of Portland. There is also enclosed a letter, dated July 21, 1967, from P. S. Lord Mechanical Contractors referring to bills that were paid to Fullman Plumbing Co. totaling $329.45 in addition to the $3,191.93, or a total of $3,521.38. It is my understanding that prior to the start of the repair work, but after uncovering the old sewer, an engineer from the State Highway Department inspected the sewer. In addition, Mr. Ek of the city of Portland Sewer Department inspected the premises at the same time. It is our understanding that both our contractor and the city Inspector agreed this problem was caused by new construction of the freeway sewer relocation.

If you need any further information relating to this, we will attempt to supply it, or you may contact our contractor Mr. R. H. Lord of P. S. Lord Mechanical Contractors. We will appreciate it if you will place this claim in line for payment.

Very truly yours,

TOWNHOUSE, INC.

C. Girard Davidson
President

Enclosures

METROPOLITAN ENGINEE
267

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OCT 16 1967
FORM B-6 1962

NOTED
F. B. KLABOE

I-405-8(9)302
6577

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1967

To: F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: SW Montgomery-SW Broadway
Contract 6577
Private Sewer Repair

C. Girrard Davidson, on behalf of Towne House, Inc., representing itself as owner of a residence building at 926 SW Clifton Street, has presented a bill in the amount of $3,521.88 for reimbursement for repair of the sanitary sewer line serving the above-mentioned building. This claim was first presented under date of July 27 and our consideration of the matter has led to additional questions which had to be referred back to the field for more information. Mr. Davidson's letter has been acknowledged.

I have discussed this in our Legal Division on two occasions. They preferred that the response to the claim at this point be made from other than the Legal Division.

Under the subject contract a 24-inch sanitary sewer was constructed down SW Clifton Street in the summer of 1965. During the original construction the house service line in question was not encountered. It was discovered in November of 1965, while repairing a manhole at the intersection of SW Park and Clifton, and at that time the 6-inch house line was connected to the new 24-inch main as shown in red on one of the letter size plan sheets (Exhibit A) included in our attached file.

In May of this year the 6-inch house line became blocked. Our Metropolitan Office was advised of this while the repair work was in progress and Resident Engineer Stovall visited the property twice while the repair work was underway. So far as he could observe the exposed segment of the 6-inch line had not been disturbed by our construction work. The 24-inch contract-installed line was located close to the old 6-inch line as is evident in the pictures in our file, but as the field reports point out, our 24-inch line was all backfilled with imported sand and the segment of 6" line that was exposed this year was outside this sand zone. The 6-inch line was subsequently reconnected to the 24-inch line in front of the house as shown on the most recent sketch map (Exhibit B). One key point here is that the actual point of blockage was never exposed. The cause of the blockage is therefore only conjecture.

Our Legal Division believes there is a good circumstantial case against us because of the close proximity of the 6-inch line to where our work was done two years ago. They point out that even though it was an old installation, there is no reason to think it would not continue to serve unless something changed. On the other hand, we believe there are many other possible reasons for the sewer to have become blocked other than by consequences of our construction. We therefore recommend against assuming any liability and have prepared the attached rough draft reply to Mr. Davidson accordingly.

(draft approved by Klaboe - retd for Morgan's signature.

F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond
Staff Assistant

JAB:ss
Enclosure

RECEIVED
OCT 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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FILES
E-40S-8(9) EOS
6577

June 1, 1967

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

A post-final payment for $330.00 will be made to Donald M. Drake Company, on Contract No. 6577 for structures, grading, paving, signing, and illumination on the S. W. Montgomery-S. W. Broadway Section of the Stadium Freeway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $2,476,334.38, including the post-final payment. Of the total $14,790.00 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Donald M. Drake Company
1600 N. W. Savier
Portland, Oregon

Jewett, Barton, Leavy & Kern
Failing Building
Portland, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
APR 13 1967
FOR FILING

I-405-8(9)302
6577

April 12, 1967

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

A post-final payment for $3,978.77 will be made to Donald M. Drake Co. on Contract No. 6577 for structures, grading, paving, signing and illumination on the S. W. Montgomery-S. W. Broadway Section of the Stadium Freeway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $2,476,004.38, including the post-final payment. Of the total $18,790.00 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Donald M. Drake Co.
1600 N. W. Savier
Portland, Oregon

Jewett, Barton, Leavy & Kern
Failing Building
Portland, Oregon

bc C. H. Maison
Attn: John Herr

RECEIVED
MAR 13 1967
FOR FILING
I-405-8(9)302
6577

March 10, 1967

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 6577 awarded to Donald M. Drake Company for work on the S.W. Montgomery-S.W. Broadway Section of the Stadium Freeway in Multnomah County was completed on November 28, 1966, and accepted by the Highway Commission on March 9, 1967.

Final payment in the amount of $67,595.36 will be released to the contractor after March 17, 1967. The total contract amount is $2,472,025.61 including $18,790 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Donald M. Drake Company
1600 N.W. Savier
Portland, Oregon

Jewett, Barton, Leavy & Kern
Failing Building
Portland, Oregon

L.H. Young
C.H. Maison
Attn: John Hoyt

RECEIVED
MAR 13 1967

FOR FILING
I-405-8(9)302
6517

March 9, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 28, 1966, on Contract No. 6577. The contract was with Donald M. Drake Company and was for structures, grading, paving, signing, and illumination on the S. W. Montgomery-S. W. Broadway Section of the Stadium Freeway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 9, 1967, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
Ivan Merchant
A. E. Johnson

FBK:SRB cm

RECEIVED
FEB 2 - 1967
FOR FILING

February 2, 1967

Mr. L. J. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

re: Summary of Statewide Inspection-in-Depth on Portland Cement Concrete Paving - 1966
I-35-66-ID(55)49

Dear Sir:

Your memorandum of January 13 regarding the statewide inspections-in-depth on portland cement concrete paving has been reviewed. Following are our comments on your general findings as noted in the report.

Finding No. 1: You note that on all projects initial machinery difficulties were encountered and you recommend that some type of a shakedown or dry run might help to iron out these problems.

Comment: We most certainly also desire a much better start than was experienced. It is our opinion that a portion of this problem encountered was somewhat due to old machinery and inexperienced operating personnel. A check of all equipment to assure that it is in proper working condition is certainly in order and we will stress this point to our Engineers and Inspectors. It would also appear that perhaps a period of pre-instruction to new contractor personnel might be beneficial; this will also be stressed.

Finding No. 2: You note that on several projects a lack of experience in personnel regarding the specification enforcement was evident. You recommend training one or two men who would be entirely familiar with this operation and that we use them as roving inspectors.

Comment: We believe that this recommendations has already been placed in effect. On the later portion of the Fallen-Fifteenmile Creek project and on the Linn-Lehner County line Section, the top paving inspector in the state

was sent to these projects and the Central Laboratory's concrete plant expert was also sent to these projects to bolster up the existing personnel. We believe we need more than one expert in these phases of inspection and are now in the process of training and instructing additional personnel. Classes regarding concrete have just concluded for some 29 men statewide at our Central Laboratory and it is intended to follow up with this training to other personnel.

Finding No. 3: Your report notes that some engineers appear to obtain more consistent results and have more complete records than others. To standardize, you recommend that a checklist might be of benefit to the engineers.

Comment: We feel that this may be worthwhile and will work one up for the field's use. We also have noted that some of our engineers, like yours and no doubt all other agencies, just naturally keep better records and, in most instances, generally obtain better jobs than others.

Finding No. 4: You note that there is the possibility of excess aggregate segregation on some projects, and you recommend it be brought to the attention of our Resident Engineer.

Comment: You may be assured that this will be done.

Your General Comments have been noted and, for the most part, have already been taken up with the personnel on the projects referred to in this report. They will form a part of our instructional reminders in future seasons.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabre
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young

JHW:fp srb

RECEIVED
MAR 1 - 1967
F.O. Files
I 405-8(9) 30.3
6577

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9

#

February 1, 1967

Donald M. Drake Company
1600 N.W. Savier
Portland, Oregon 97209

Gentlemen:

The State Highway Commission at its meeting on January 31 considered your request for an extension of time on Contract No. 6577 for the S.W. Montgomery-S.W. Broadway Section of the Stadium Freeway in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date of the contract to November 20, 1966.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc A.E. Johnson
J.X. Wilson
L.H. Young
I.D. Merchant
C.H. Maison
Bureau of Public Roads

RECEIVED
JAN 20 1967
FOR FILING
[illegible]
6611

January 19, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 9
January 31, 1967 meeting

Gentlemen:

Donald M. Drake Company, contractor on the S. W. Montgomery-S. W. Broadway Section of the Stadium Freeway, Multnomah County, Contract 6577, has requested that the date of completion be advanced from the specified date of September 15, 1966, to December 1, 1966, without assessment of liquidated damages.

The contractor cites numerous and extensive plan changes in signing and nonavailability of critical electrical fixtures as his reasons for failure to complete the work on time.

The contractor's reasons are founded on fact. A number of sign changes, both in directional and control signs were made during the life of the contract. These changes were instigated by the Department and some were at the request of the City of Portland. In addition to delays caused by sign changes, contract specifications called for a tunnel luminaire that was dropped from manufacturer's production schedules after the award of the contract. Time consumed in selecting and procuring a suitable alternate unit delayed the contractor's final completion of the work.

Because the contractor was prevented from completing the work within the time specified by conditions beyond his control, I recommend that the completion date be advanced to the actual completion date, November 28, 1966, without assessment of liquidated damages.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
A. E. Johnson

CAG:jf bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6577 Contractor Donald M. Drake Co.

Highway Stadium Freeway

Section S.W. Montgomery-S.W. Broadway

Kind of Work Strs., grading, paving, signing, & Illumination

It is recommended that such extension be granted as requested under the following terms and conditions:

Extension to November 28, 1966 (completion date) for the reasons listed by the Contractor, i.e., sign changes and non-availability of tunnel luminaires.

Recommended for Approval:

Edward O. Hurlbut
Assistant Division Engineer

Ivan V. Buchanan
Construction Engineer or Bridge Engineer

C. M. Edwards
Asst. State Highway Engineer

Contract No. 6577

Project designation I-405-8(9)302
State—Federal

Date awarded April 27, 1965

Work started May 4, 1965

Per cent completed 100% 11-20-66
Date

Specified completion date Sept. 15, 1966

Previously extended to -

Extension requested to Nov. 28, 1966

Form B-320—3M—9-51

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date ....November 16..., 1966....

Gentlemen:

We, the undersigned, respectfully request an extension of ....76..... days time, from September 15..., 19.66..., to December 1....., 19..66.., within which to complete our Contract No. ..0SBD 6577....., described as follows:

S. W. Montgomery Street - S. W. Broadway, Section Stadium Freeway, Portland, Oregon

The above request is based upon the following reasons:

We request an extension of time from September 15, 1966 to November 3, 1966, due to sign subcontractor not being able to obtain the sign structures because of changes requested by the State Highway Department.

28

In addition, we request the Contract completion date be extended through November 30, 1966, because of the unavailability of certain light fixtures as explained in the attached correspondence with Jaggar-Sroufe Company.

Respectfully submitted,

DONALD M. DRAKE COMPANY
Contractor

By Webster E. Smith
Webster E. Smith, General Superintendent

CONSENT OF SURETY

Date Nov. 22, 19.66

We, The Travelers Indemnity Company

....., as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Paulann Johnson
Attorney-in-fact

Jewett, Leahy, Burton & Kane
Resident Agent

(SEAL)

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 7 - 1966
AM PM
7,8,9,10,11,12,1,2,3,4

State Printing 78725.

Form CD-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 12, 1967

In reply refer to: 08-35-DA

FROM for A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(9)302
SW. Montgomery - SW. Broadway Section
Time Extension

Mr. Tom Edwards' January 5, 1967 letter recommended an extension of time on the subject project to November 28, 1966, the actual completion date, without assessment of liquidated damages.

For the reasons given, we concur in this recommendation.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 17 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
TOM EDWARDS

Copy
Monkman
Klahre
Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6577 Contractor Donald M. Drake Co.

Highway Stadium Freeway

Section S.W. Montgomery-S.W. Broadway

Kind of Work Strs., grading, paving, signing, & Illumination

It is recommended that such extension be granted as requested under the following terms and conditions:

Extension to November 28, 1966 (completion date) for the reasons listed by the Contractor, i.e., sign changes and non-availability of tunnel luminaires.

Recommended for Approval:

Edward Hackett
Assistant Division Engineer

Ivan V. Marchant
Construction Engineer or Bridge Engineer

M. Lawrence
Asst. State Highway Engineer

Contract No. 6577

Project designation I-405-8(9)302
State—Federal

Date awarded April 27, 1965

Work started May 4, 1965

Per cent completed 100% 11-28-66
Date

Specified completion date Sept. 15, 1966

Previously extended to -

Extension requested to Nov. 28, 1966 ✓

Form E-320—334—9-51

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date ....November 16...., 1966....

Gentlemen:

We, the undersigned, respectfully request an extension of ....76..... days time, from September 15..., 19.66..., to December 1....., 19.66..., within which to complete our Contract No. OSHD 6577....., described as follows:

S. W. Montgomery Street - S. W. Broadway, Section Stadium Freeway, Portland, Oregon

The above request is based upon the following reasons:

We request an extension of time from September 15, 1966 to November 3, 1966, due to sign subcontractor not being able to obtain the sign structures because of changes requested by the State Highway Department.

In addition, we request the Contract completion date be extended through November 28 ~~30~~, 1966, because of the unavailability of certain light fixtures as explained in the attached correspondence with Jaggar-Sroufe Company.

Respectfully submitted,

DONALD M. DRAKE COMPANY
Contractor

By Webster E. Smith
Webster E. Smith, General Superintendent

CONSENT OF SURETY

Date Nov. 22, 1966

We, The Travelers Indemnity Company, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Herman B Linton
Attorney-in-fact

Fourth Liberty Bank Bldg
Resident Agent

(SEAL)

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 7 - 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6 AM

State Printing 78755.

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FEB 2 - 1967
FOR FILING

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6577
Comp. - Im. Dept.
1327

February 1, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Dear Sir:

Re: Summary - Inspection-in-Depth
on Commercial Asphalt Concrete
Batch Plants

In reviewing the report as related in your summary of the Inspection-in-Depth on commercial asphalt concrete batch plants, there appears to be no comment needed on the first three items.

As for Item No. 4, we are very much in favor of controlling the pugmill mixing time by means of a timing device which is, as far as can be determined, being done. There has been reluctance, however, to enforce the specification part which states that the timing device must be in a lockable case and is to be locked by the engineer, the reason being that if fire, machinery breakage, or any similar problem occurs in the pugmill, the gate cannot be opened until the set time period has expired. Therefore, there has been reluctance on the part of our inspectors to strictly enforce the locking part. The setting of the mixing time cycle is being set and controlled by a timer. This is our finding from investigation to date. To clarify the problem, elimination of the sentence which requires locking of the timing box is being considered as a necessary change in the specifications.

As to the problem of the mix design, we will use our Central Laboratory facilities as much as practical for supplying a mix design and checking any major or significant change which is made.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klaboe
Assistant Highway Engineer

JHW:fp/mc

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young

Form CD-121
(11-63)
(Pres. by
A.O. 206-16)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

RECEIVED

DATE: January 9, 1967

In reply refer to: 08-35-DA/439

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Summary, Inspection-in-Depth No. 35-66-EID(215)47
Commercial Asphalt Concrete Batch Plants

Due to the limited use of commercial asphalt plants, only one plant, the Jacobson Plant in Portland, was inspected. It was producing asphaltic concrete for I-405-8(9)302 during the inspection.

You were furnished a copy of the report for this inspection and you replied to the comments therein on September 29, 1966.

The following items were discussed:

1. Storage Bottle for Asphaltic Concrete

   You disagreed with our recommendation to prohibit the use of it. After further investigation, we agree with you that the advantages outweigh the disadvantages.

2. Hot Bin Sampling

   We recommended that hot bin sampling be performed on a daily basis. You agreed that hot bin sampling at certain times was beneficial in determining compliance with the gradation requirements as set forth in Section 320-3.7; however, you objected to the frequency rate.

   We agree the daily frequency rate would not be beneficial at a plant where the aggregate gradation is consistent. However, local problems with segregation that occurs as the material is being transported from the crusher site to the batching plant are well known.

   Under this condition, it is possible that a considerable amount of unsuitable material could be delivered to the project by the time an extraction test is performed and subsequent confirmation is made. Frequent, proper bin sampling could reduce this possibility.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The method of obtaining samples from the bins is one means that is satisfactory; however, sampling would be simpler if the storage facilities were so constructed that samples could be readily obtained therefrom as required by Specification 330-3.3, Paragraph A-5.

3. Separation of Fine and Coarse Aggregates

Your solution to this problem is satisfactory.

4. Pugmill Mixing Time Not Controlled by a Timing Device

You stated you would study this problem. We would be very interested in the results of your investigation.

5. Mix Design

We recognize your difficulties in establishing a design mix due to the variations in the gradation of the aggregates delivered to the plant. It is also recognized the plant inspector must have authority to revise the mix design.

Your inspectors do have the knowledge and capability to revise a mix design according to gradation of the aggregates. However, they do not have the benefit of testing equipment to determine if their mix has the optimum void content and stability. For this reason it is still recommended the complete mix design be determined by the central laboratory based on the aggregates then available.

It is also recommended that every significant change in the mix design be checked by the central testing laboratory.

RECEIVED
JAN 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 23 1967
T 405-8(9)302

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klaber

6577

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 18, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

1363

SUBJECT: Final closeout summary of Statewide inspection-in-depth into Portland cement concrete paving - 1966, #35-66-EID(95)49

We have conducted our Statewide inspection-in-depth into every concrete paving project you administered this last year. Our inspections started in August and they indicated that all concrete pavement placed in 1966 gave reasonably good riding characteristics and adequate strength.

All personnel associated with this work appear to be very conscientious and your Department is commended for their vigilence in inspecting the paving operations.

The projects inspected were:

Azalea - Glendale Section, I-5-2(47)82 — 6578
The Dalles Fifteen Mile Section, I-80N-3(49)82 — 6829
Lime - Malheur County Line Section, I-80N-7(18)341 — 6747
SW. Montgomery - Broadway Section, I-405-8(9)302 — 6577

Individual project deficiencies have been discussed with your personnel and you have been furnished with a copy of every inspection-in-depth.

There are certain underlying items which consistently crop up on two or more jobs that merit some consideration for future projects. These findings are numerated below:

1. Finding (Paving Machinery Difficulties)

All projects without exception gave initial problems in ironing out the machinery difficulties for the first few hundred feet of pavement placed. These problems reflected roughness of the paving slab, honeycombing, and rough edges.

Recommendations

It is recommended that you consider some type of "shake down" or "dry run" operation to concrete placement on the main grade. Here machinery difficulties and scheduling problems could be ironed out.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2. Finding (Experience in Specification Enforcement)

A lack of experience in the problem of how far to insist on specification enforcement was obvious on several jobs. The end results of this problem would be inconsistency in the plastic concrete which could result in a rough riding surface because of the erratic speed of the finishing operation.

Recommendations

It is recommended that you consider training one or two key men in concrete paving who are entirely familiar with concrete mixing and placement operation, and will actually travel onto the project initially and remain until all problems of production and placement are ironed out. These men should have authority to shut down any phase of the paving operation if in their opinion adequate results are not being obtained. There are some excellent training seminars and workshops sponsored by ACPA and PCA that could add much depth to such people in this work.

3. Finding (More Consistent Results and Complete Records)

Some resident engineers appear to obtain more consistent results and have more complete records than others. This was due primarily to a greater depth and understanding of concrete pavement placement and the possible problems involved therein.

Recommendations

It is recommended that a concrete paving checklist be furnished to all resident engineers involved in concrete pavement covering all facets of the paving operation prior to starting the actual paving.

4. Finding (Aggregate Segregation During Stockpiling)

On Several of the projects it was found that some coarse aggregate was allowed to fall freely from 10' to 15' into a conically-shaped pile. This forces much of the coarse material to the outside of the pile and contributes to segregation.

Recommendations

It is recommended that this item be brought to the attention of all engineers involved in the stockpile operation, and in the event that a loader is not continually breaking down the pile, a baffled enclosure be installed at the end of the belt to reduce the segregation.

General Comments

There still appears to be some reluctance by the contractor's personnel to protect the membrane curing compound and hand spray the compound on

the slab edges after the forms have been removed. Also, it was found in most cases that the type of rolling equipment for the base or subbase was not indicated, and that a daily record could advantageously indicate the station, rolling procedure, the size of the machinery, and that adequate compaction was obtained.

All items mentioned in previous concrete paving inspection-in-depth reports have been resolved to our satisfaction. The recommendations in this memorandum although general in nature should improve the project. We would appreciate your consideration of these items.

RECEIVED
JAN 17 1967

Form CB-121
(11-63)
(Prec. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-405-8(9)302
6577

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 12, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(9)302
SW. Montgomery - SW. Broadway Section
Time Extension

Mr. Tom Edwards' January 5, 1967 letter recommended an extension of time on the subject project to November 28, 1966, the actual completion date, without assessment of liquidated damages.

For the reasons given, we concur in this recommendation.

Copy
mailed
Klaber
Young
1-17-67

TOM EDWARDS

RECEIVED
JAN 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 9 - 1967
FOR FILING
I-405-8(9) 30
6277

January 9, 1967

1293

Mr. Stephen H. Swanberg
310 Montana Building
Great Falls, Montana

Dear Mr. Swanberg:

Re: Montgomery - Broadway Section
Stadium Freeway, Multnomah County

This is in reply to your letter of December 22, 1966, regarding the availability of some highway right-of-way for a parking area. The parcel to which you refer, north of College Street and west of 12th Avenue, is presently under contract for a sprinkler system and landscaping. Our engineer in the field has surveyed the situation and finds that the area would require some filling to be usable for parking and that such filling could be damaging to our freeway slopes.

This right-of-way was purchased with Interstate funds and lies within our access control. With the emphasis now on beautification, it is only logical that we continue the landscaping of the area in question and retain all of it for this purpose.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
W. H. Maskin

DMS:jr srb

4601

DEC 23 66

Stephen M. Swanberg
Attorney at Law
310 Montana Building
Great Falls, Montana

Telephone 453-9281
P. O. Box 1732

December 22, 1966

Klaboe

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Re: File No. 34117 Excess Property Use
S. W. 12th and College, Cardinell View
Apartments.

Dear Mr. Cooper:

On June 13, , 1966 you advised us that the Bureau of Public Roads had rejected our request for the use of a small tract o land bordering Cardinell Drive at S. W. 12th and College St. in Portland which we wanted to use for parking for the convenience of tenants in our building. We have greatly appreciated the cooperation every one in your department has given us and we have difficulty understanding the position of Mr. French with the U. S. Bureau of Roads. He apparently thinks this use would cause slides. However our intention was to grade the area up towards the fence and blacktop it and place a 8/8 inch curb adjacent to the fence and this would prevent water from going down the hill and cause it to run down into Cardinell Drive into a swewer. The Federal Housing Administration has been assisting us and while this might not do any good they seem to feel that the Bureau might have no objection to our use of the tract directly to the north of our building bordering on College Street. As you will find, this is a large area and portions of it will be beautified by the government but at least 12 parking stalls could be provided here but the consent of your department would first have to be obtained.

In the near future if you could have some one in your department make an inspection of this area in the company of Ray Frank the resident manager of Cardinell View Apartments the proposal could be fully explained. Our situation is quite desperate since we are about 12 stalls short and no parking is available for visitors. Mr. Frank can be contacted at CA 2 5843 in Portland.

RECEIVED
DEC 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

Stephen M. Swanberg

CC F. B. Klaboe
W. H. Haskin

RECEIVED

I-405-8(9)=302

6577

January 3, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: S. W. Montgomery-S. W.
Broadway Section
Contract No. 6577
FAP No. I-405-8(9)302

Dear Sir:

The specified completion date for work on this contract is September 15, 1966. The work was actually completed November 28, 1966. The contractor has requested that the date for completion be advanced to December 1, 1966, without assessment of liquidated damages. The contractor cites delays caused by sign changes and unavailability of underpass light fixtures as reasons for this request.

The contractor's request merits consideration. A number of sign changes, both in directional and control signs, were made during the life of the contract. These changes were instigated by the Department and some were at the request of the City of Portland. As a result of the changes, the delivery of the sign support structures was delayed to the extent that the permanent signs were not installed until November 3, 1966. The contractor, at his own expense, provided temporary signing as required to suit conditions, to the extent that it was possible to open the section of roadway to traffic on September 2, 1966, almost two weeks prior to the specified completion date. Delay in completing the sign work did not generate additional expense to the State and did not in any way inconvenience the traffic using the roadway.

Contract plans for the Canyon-Stadium Connection rigid frame and the S. W. Park Avenue undercrossing called for Holophane "Wall Pack" or equal luminaires. This specification was predicated on then current Holophane catalogs in our files. The contractor placed an order for these luminaires early in the contract period (June 23, 1965) only to find that the unit specified was no longer manufactured and that there was not an acceptable equal immediately available. On August 4, 1966, final plans for a revised installation of a Holophane unit were handed the contractor. The revised unit was ordered, manufactured, delivered and installation completed on November 28, 1966. This is considered to be an extenuating circumstance beyond the control of the contractor.

Because the contractor was delayed from completing the work by conditions and circumstances beyond his control, I propose to recommend to the Highway Commission that an extension to November 28, 1966 be granted without assessment of liquidated damages. May I have your concurrence in this recommendation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

RECEIVED
JAN 3 - 1967

Form CD-121 (11-65) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 28, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Acting Division Engineer

SUBJECT: Summary Report
Statewide Inspection-in-Depth
Progress and Final Record Samples

We have now completed our Statewide inspections-in-depth covering the "Progress and Final Record Sampling" phase.

Our engineers have inspected three construction projects and the central laboratory relating to this phase. The projects inspected were I-80N-7(15)320, I-5-2(48)72, and I-405-3(9)302. Inspections on these projects were considered representative of progress and final record sampling procedures in 4 of the 6 State divisions.

You were furnished copies of the reports for each project. Individual project deficiencies have been discussed with your field personnel, and, where warranted, you have been advised verbally and by letter.

While the projects inspected were limited in number, our review indicates certain items were of sufficient importance to warrant action on a Statewide basis. This is necessary to prevent recurrence of similar situations on future projects and to assure uniform procedures relating to progress and final record sampling throughout the State.

Listed below are items which we feel warrant attention on a Statewide basis:

1. The minimum frequency schedule for progress and final record samples, which has recently been revised, should be furnished to all employees involved in this phase of project control, including Central Laboratory personnel. Appropriate instructions should be issued to assure full compliance with the minimum frequency schedule.

2. Procedures should be standardized throughout the State relative to maintaining necessary control over taking of progress and final record samples. We, of course, feel that this control should be maintained at the project level by the Resident Engineer.

(more)

NOTED
F. B. KLABOE

RECEIVED
DEC 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

3. Our inspections revealed that progress and final record sampling frequencies were more generally deficient on structural items than on other items. Corrective measures should be taken to assure full compliance on all items, with particular emphasis on bridge items.

4. Personnel present and eligible to take or witness progress and final record samples should be clearly shown on test result sheets.

5. Copies of all progress and final record sample results should be furnished this office.

6. The materials certification should be revised to include a statement to the effect that progress and final record sampling has been accomplished in accordance with the minimum frequency schedule.

We feel that if these items are incorporated with your present procedures that your control of this phase of construction will meet the intent of PPM 20-6.2.

We wish to extend our appreciation for the cooperation we received from your project, division, central laboratory, and headquarters personnel in making these inspections. We are particularly appreciative of the assistance of Mr. M. D. Glenn of your Construction Division, who accompanied and assisted our inspection team.

Your comments relative to the items listed above would be appreciated. We are hopeful that these items will be effected prior to the beginning of next construction season.

RECEIVED
DEC 21 1966
FOR FILING

I-405-8(9)302

6577

Fremont Jct. Bridge
Marg
6577

Salem, Oregon
December 20, 1966

Mr. G.E. Rohde
Chief Counsel

Summons
Complaint & Petition in Equity

B U I L D I N G

The attached Summons and Complaint and Petition in Equity No. 325037, James Arthur Powers and Margaret Carhart Powers, vs., State of Oregon, et al., was served on me at 4 p.m. today.

C.W. Head, Assistant Secretary

CWH:flm
Atachment

Form E-200—63M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingency project a... G1-P... NOI Date ... 196... ...Dist. Engineer U.S. Bureau of Public ...

Project Name S.W. Montgomery-S.W. Broadway Date December 6, 1966

Highway Stadium Freeway Contract No. 6577

County Multnomah Prefix 626-1042

Contractor Donald M. Drake Company F. A. Project No. I-405-8(9)302

Address 1600 N.W. Savier St., Portland 97217 Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: (1) Install perf. drains in side slopes Rt "L" 462-463; (2) Reconstruct Type "B" inlets in slope paving area at south end of 12th Avenue; (3) Reconstruct drain connection at northeast end Park Ave. structure and install the tee connection to allow for surface drainage.

Location by station numbers:

As shown above.

Estimate of quantities and cost:

Labor	$	300.00
Equipment		50.00
Materials		50.00
Total	$	400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") (1) Due to heavy subsurface drainage in slope, it was deemed advisable to install perf. drains to reduce possibility of slope erosion and resulting slope failures; (2) A change in the elevation and slope line required lowering these two inlets previously constructed; (3) Heavy surface runoff with resulting slope erosion required the installation of a surface drain on the stated location.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,908,365.07
Present estimate of project cost, including $400.00 for work under this order	$2,814,444.67
Expected under-run amount	$93,846.40
Expected under-run per cent	3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Maltby
William E. Maltby, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Construction Engineer or for Bridge Engineer

Recommended: /s/ A. V. Benedict
Asst. Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

RECEIVED
JAN 9 - 1967

FORM E-733
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-405-8(9)3
6577

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 28, 1966, on Contract No. 6577, S.W. Montgomery-S.W. Broadway Section, in Multnomah County, in connection with Federal-Aid Project No. I-405-8(9)302.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

NOTED
F. B. KLABOE

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 12/22/66

Young
1-9-67

Conditions noted on above date:

None

A. W. Parsons
Division Engineer

RECEIVED
JAN 10 1967
OFFICE OF

cc: Forrest Cooper
Vince Gallagher

By: 12/22/66

G. R. Brooks
District Engineer

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S. W. Montgomery - S. W. Broadway		WEEK ENDING: December 3, 1966
		SECTION PREFIX: 626-1042
HIGHWAY: Stadium Freeway		COUNTY: Multnomah
NAME OF JOB: S. W. Montgomery - S. W. Broadway	KIND OF WORK: Structures, Grading, Paving, Signing, & Illumination	
CONTRACTOR: Donald M. Drake Company	CONTRACT NUMBER: 6577	FEDERAL AID PROJECT NUMBER: I-405-8(9)302
DATE OF CONTRACT: April 27, 1965	DATE WORK STARTED: May 4, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 506	CALENDAR DAYS USED: 580
PROJECT AUTHORIZATION: $ 2,908,365.07	SPECIFIED COMPLETION DATE: Sept. 15, 1966	PERCENT OF TIME ELAPSED: 115
EXCLUSIVE OF ENGINEERING: $ 2,701,548.00	ENGINEERING AUTHORIZATION: $ 206,817.07	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,432,833.46	ENGINEERING COST TO DATE: $ 213,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: OVERRUN / UNDERRUN: -10 %	PERCENT OF AUTHORIZATION: 103 %	DATE PROJECT WAS COMPLETED: Nov. 28, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	P. C. C.	
100	100	100	100	100			100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.55	0.36		0.36	0.36
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.55	0.36		0.36	0.36
TOTAL ESTIMATED QUANTITIES (CONTRACT)	506,000	34,700		7,800	16,200
TOTAL QUANTITIES CORRECTED TO DATE	436,000	32,000		8,250	15,200
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	435,700	32,000		8,250	15,200
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 Pickup Turck, ladder and small tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

13th Montg. —Walls—

BRIDGE NO.	9254G	9254F	9254H C-S	9255 12th	9161 Park	Park	12th	Montg-13th
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Showers			
TUESDAY	Cloudy			
WEDNESDAY	Rain			
THURSDAY	Unsettled			
FRIDAY	Cloudy			
SATURDAY	-			

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Price
Moreland
Trout
Scott
Wills
Mitchfield
Olson

RECEIVED
DEC 5 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	Electrical subcontractor placing luminaires in rigid frame. Project completed today.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status of Project:

Structures	Open to Traffic
13th Ave. Conn. OX	9/3/66
Montgomery St. UX	9/28/66
S.W. 12th Ave. UX	4/7/66
S.W. Park Ave. UX	3/2/66

Retaining Walls A through T Finishing Complete.

Project is complete, this will be the concluding weekly report.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 5 - 1966
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

SIGNED Charles Loabugh LOCATION Portland

Charles Loabugh, Assistant Res. Br. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
NOV 15 1966
FOR FILING

I-405-8(9)302

6577

November 14, 1966

1166

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Inspection-in-Depth on Record Sampling, S. W. Montgomery-S. W. Broadway Section, Stadium Freeway, Contract No. 6577 Oregon Project I-405-8(9)302

We are pleased to see that you found our record sampling procedures in fine shape on the subject project. Mr. Gano and the crew responsible for this phase of work will be commended.

We would like to comment that we believe it necessary that both our Division personnel and our Resident Engineers responsible for sampling and testing maintain a list of items requiring sampling and testing and the minimum frequency required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. W. Rulien

JHW:fp srb

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: October 28, 1966

In reply refer to: 08-35-DA

FROM : for A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(9)302
Southwest Montgomery - Southwest Broadway Section
Inspection-in-Depth (Record Sampling)
(Segment of Statewide Inspection-in-Depth)

Attached is an inspection-in-depth report on progress and final record sampling procedures on subject project.

We are pleased to advise that our representatives had only the one finding which is considered a minor procedural deficiency. Based on this inspection it appears that the personnel associated with record sampling in these divisions, particularly Mr. Gano, are diligently carrying out the record sampling program and we feel they should be commended for their fine work.

Enclosure

RECEIVED
NOV 1966
CONSTRUCTION
DIVISION

REFERRED TO
Morgan - P/Parsons
BY ASST. STATE HWY. ENGR.

RECEIVED
NOV 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Please also pass a commendation to Gano and his staff.
WSK.

Copied 11-3-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

1

35-66-RID(5)34

FORM FR-33D (REV. 10-65)

cc: Region (3cys)
Schell, Area Engr
Wash DC thru Region
Adm Asst (OSHD(Kinsloe))

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Multnomah	I-405-8(9)302

DATE OF INSPECTION	PHASE(S) INSPECTED
10-7-66	Progress and Final Record Sampling

INSPECTION MADE BY

O. K. Rosemer, Area Engr
J. J. Hagmann, Area Engr
R. Nelson, Engr Trainee
H. A. Schell, Area Engr

IN COMPANY WITH

Dave Glenn, Field Testing Engr, OSHD
Dan Cano, Div I & Metro Geologist, OSHD
J. Wilson, Res Engr, OSHD
R. Heins, Asst Res Engr, OSHD
Dick Peters & Wade Donovan, Soils Assts, OSHD

REPORT PREPARED BY

Roy Nelson, Engr Trainee

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)

Donald M. Drake Co.
1600 NW. Xavier Street
Portland, Oregon

CONTRACT AMOUNT

$ [illegible]

PROJECT STATUS (% comp.)

LOCATION This project is located in the SW section of Portland, Oregon. It begins at Sta 448+00, between SW. Market St. and SW. Montgomery St., and extends SE 0.55 miles to a connection with the west end of Project I-405-8(5)301.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

(Part of a Statewide Inspection-in-Depth)

SW. MONTGOMERY - SW. BROADWAY SECTION
STADIUM FREEWAY

A. SCOPE OF INSPECTION

This inspection covered the progress and final record sampling on the subject project. The inspection also included a review of the progress and record sampling procedures utilized by both Division I and the Metropolitan Division.

All notes taken and the appropriate check sheets are on file in the Division office.

Overall, it is felt that the State personnel associated with the record sampling program, particulary Mr. Dan Cano, Division I Geologist, should be commended for their fine work in connection with the progress and final record sampling program.

(more)

EDITION OF (5-64) IS USABLE

B. FINDINGS AND RECOMMENDATIONS

Finding

The Division geologist maintains a check list for each Federal-aid project listing the necessary contract items requiring record sampling, the minimum number of tests required, and the current status of the record sampling.

Recommendation

It is recommended that such a check list be the responsibility of and be maintained by the Resident Engineer in charge of the project.

GENERAL

The progress and final record sampling frequency on this project is in substantial conformance with the approved minimum frequency requirements for record sampling.

RECEIVED
OCT 31 1966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1966

To:
MEMO TO THE FILES

SUBJECT: S.W. Montgomery-S.W. Broadway
Stadium Freeway - I-405-8(9)302
Contract No. 6577
B.P.R. Inspection in Depth -
Record Sampling and Testing

On October 7, 1966 representatives of the Bureau of Public Roads conducted an inspection-in-depth on the record sampling and testing procedures followed by Division I personnel on the above-named project. This inspection was held in the office of Dan Gano, Division I Geologist, and was attended by the following personnel:

BUREAU OF PUBLIC ROADS

Glenn Hossner	Area Engineer
Herbert A. Schell, Jr.	Area Engineer
John Hegmann	Area Engineer
Roy Nelson	Engineer Trainee, Construction Inspection

NOTED
B. KLABOE

FOR THE STATE

J. X. Wilson,	Resident Bridge Engineer
Roy T. Heintz	Assistant Resident Engineer
Dan Gano	Geologist, Division I
Dick Peters	Soils Assistant
Wade Donovan	Soils Assistant
M. D. Glenn	Field Testing Engineer

In general, it was found the record sampling and testing on this project and as performed by the personnel of Division I, for both Metropolitan and Division I, to be satisfactory and coordinated much better than on other projects previously inspected in other divisions. At the beginning of each project, a chart is prepared by Gano's personnel showing each bid item and the minimum number of each test required is determined based on the contract quantities. A running total of each test is kept to insure the required minimum frequency is obtained. When a failing test is obtained, the Resident Engineer is informed and follow-up tests taken when possible. The Division office has a form on which failing tests are to be noted along with an explanation by the Resident Engineer as to the possible cause and corrective action taken.

It was thought by some of the Bureau of Public Roads personnel that the preparation of the minimum test chart should be the Resident Engineer's responsibility. While I agree that the Resident Engineer is responsible to see that the minimum number of tests both for job control and for Bureau of Public Roads records are obtained, it is still necessary for the Division personnel to maintain a record of their own for each project in order to keep track of the record testing for which they are responsible.

The main problem noted in all divisions inspected to date has been the failure of the Resident Engineer to keep the Division personnel informed when the various phases of the work is ready for record testing. This lack of coordination has been more prevalent in most Divisions between the Resident Bridge Engineers and the Division personnel. In this division, the situation is reversed. There is considerably better coordination with the Resident Bridge Engineers than with the Resident Construction Engineers. Field personnel are being notified of this deficiency and instructed to correct it.

Record sampling and testing on this project was generally performed by the Resident's personnel under the observation of the Division personnel. This accepted procedure is followed unless the Division personnel find they are falling behind in the number of tests required, in which case they take additional tests themselves. The point of sampling for progress tests varies somewhat on aggregates depending upon whether the project is in the Metropolitan area or in Division I. In the Metropolitan area, sampling is performed at the same point as used by field personnel. Due to the amount of materials furnished by commercial plants, this may be either at the producing plant or on the road. On Division I projects, these tests are normally taken at the crushing plant only, and the final tests taken on the road. Visual comparison is made between field and record tests to see how they correlate.

In view of the amounts of commercially produced concrete used in this area, the related materials used in the work are generally pre-tested by Ed Rief's personnel and 60 to 90 per cent of the fresh mix is tested at the plant. A minimum of one complete set of tests was made on each structure.

The Bureau's report on this project should be considerably more favorable than on previous inspections.

M. D. Glenn
Field Testing Engineer

MDG:fp

RECEIVED
OCT 28 1966
STATE HIGHWAY

RECEIVED
SEP 30 1966
FOR FILING

I-405-8(9)302
6577

September 29, 1966

1043

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Inspection-in-Depth Report
Commercial Asphalt Plants
S.W. Montgomery-S.W. Broadway
Section, Stadium Freeway
Project No. I-405-8(9)302

Dear Sir:

As requested in your letter of September 15, following are comments on the findings and recommendations as detailed in the Inspection-in-Depth Report regarding the commercial asphalt plant which supplied the asphaltic concrete for the S.W. Montgomery-S.W. Broadway Section of the Stadium Freeway Highway.

Finding No. 1. Your report notes that after being pugmill-mixed, the asphaltic concrete mixture was placed in a storage silo for holding until it was loaded into delivery vehicles and transported to the placement site.

Recommendation: Your report recommends that the use of a storage bottle should be discontinued in the interest of maintaining temperature control, preventing possible contamination and prevention of possible segregation in the mix due to additional handling.

We are highly surprised at your recommendation for the reason that while the storage silo may not be the perfect answer to all the metropolitan commercial plant problems, it certainly corrects to a large degree some of the perennial problems which you have often brought to our attention and of which we were aware.

It might be noted that the recommendation to use a silo at the Jacobsen Plant was made by our Central Laboratory several years ago. As you know, the obtaining of a uniform and constant mix from commercial sources in the Portland area has been exceedingly difficult mainly due to the fact that the State is a minor user from the supplier's standpoint. Therefore,

in many cases a steady production at the plant for State use is not prevalent. The consequence and final result is an interrupted production with, at best, erratic control which often produces a mix of varying gradation and asphalt content. With this sytem, interrupted laydown with excessive waiting between loads and with often different graded mixes can cause innumerable laydown problems, which include all of the ones you mention in your recommendation.

While there are minor problems in some asphaltic concrete silo storage containers, the advantages are considered to far override the disadvantages. The storage for a short period of time allows a method whereby the mix will have a much better chance to remain uniform; where it will, in the overall picture, maintain a more constant temperature and where, if handled correctly, it will not give excessive segregation. And finally, we are unable to see where a storage silo can produce contamination if properly operated.

We, therefore, cannot agree with your recommendation to prohibit the use of storage silos for commercial plants.

Finding No. 2. You report that hot bin sampling was not performed on a regular basis.

Recommendation: You recommend in the report that hot bin sampling should be performed on a regular, daily basis to determine compliance with Section 320-3.7 of the Standard Specifications.

We can agree that hot bin sampling at certain times is beneficial in determining compliance with gradation requirements as set forth in Section 320-3.7. It is not considered necessary to require hot bin sampling as a daily requirement. If A.C. extraction tests indicate a problem, then hot bin sampling may be necessary to determine bin gradation. It should be recognized that the only proper way to obtain a representative hot bin sample is to drop a sufficient sample from the bin into a truck or suitable container. It can be seen that this procedure is not considered feasible for daily routine practice. However, we believe sampling at extended intervals is advantageous.

Finding No. 3. Sampling and Testing Cold Aggregates in Stockpile at the batch plant was not performed.

Recommendation: Your report recommends that the aggregate gradation should be maintained in accordance with Sections 320-2.2 and 320-2.3 of the Standard Specifications.

To obtain a representative sample from a stockpile is considered a difficult operation but it is believed if care is exercised in sampling, the gradation results can aid the inspector in determining whether any alterations in plant operation or mix design are necessary. It is also recognized that judgment is necessary in using these results.

Finding No. 4. There was inadequate separation of fine and course aggregate stockpiles at the plant.

Recommendations: You recommend separated piles should be maintained. We agree with your recommendation except that at the Jacobsen Plant it is nearly impossible to separate the piles completely. The only solution at this plant is to insist that the material used is from the part of the stockpile that is separated. This, in effect, gives the same results as completely separated piles.

Finding No. 5. Pugmill mixing time was not controlled by a timing device.

Recommendation: You recommend in the report that a modification of the specifications might be in order where commercial plants are being used due to alternate State and commercial work.

This recommendation will bear some investigation as to how such a specification could be written to hold control when wanted and relax it when necessary. We, of course, prefer a set timing of mixing when at all possible. We will study this problem.

Finding No. 6. You note that a complete mix design is not furnished by the Central Laboratory.

Your report recommends that the Central Laboratory establish a complete mix formula.

This would be recommended and is done at most A.C. production plants statewide. The Metropolitan area with its commercial plants where aggregates are delivered poses a special problem. From the samples of the aggregates sent in to the Central Laboratory, a recommended asphalt content can be ascertained if the gradation is held within specified limits; however, it is considered more practical to establish the gradation mix in the field due to some variation in materials delivered. The Resident Engineers have the authority and capability to do this and are urged to do so. Assistance from the Laboratory is available on request.

Finding No. 7. Asphalt temperature was observed at 335°F. Temperature range allowed by specifications is 250°F to 325°F.

Recommendation: Your report recommends that the specified temperature range should be met.

We agree and while we know the Resident Engineer and his inspectors are aware of this, we will bring it to their attention.

We also note on your report under Remarks that the asphalt extraction tests indicated mixes produced were within the overall gradation specifications.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaber
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
A. E. Johnson

JHW:fp arb

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: September 15, 1966

08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(9)302
S.W. Montgomery - S.W. Broadway Section, Stadium Freeway
Contract No. 6577

An inspection-in-depth report concerning the commercial asphalt batch plant serving the above project is enclosed. The inspection reported is part of a State-wide inspection-in-depth.

We would appreciate your comments on the report, including any revisions in your current procedures which you may believe necessary.

Enclosure

REFERRED TO
By Asst. State Hwy. Engr.
9-19-66
copy of letter
to Young

Control No. 35-66-EID(21)26

FORM PR-33D (REV. 1966) cc:OSHD(Klaboe) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

[redacted], Region (3 cys) CONSTRUCTION INSPECTION-IN-DEPTH REPORT

Area Engr Wash DC thru Region (PPM 20-6.1)

Adm Asst File 439 (Check appropriate box) [X] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Multnomah	I-405-8(9)302

DATE OF INSPECTION	PHASE(S) INSPECTED
8-4-66	Commercial asphalt concrete batch plant

INSPECTION MADE BY	IN COMPANY WITH
R. A. Nichols, Area Engr; G. S. Stone, Asst Area Engr; Roy Nelson, Hwy Engr (Trainee)	William Maltby, Res Engr, OSHD; Stephen Jones, Hwy Engr (Trainee)

REPORT PREPARED BY
G. S. Stone, Asst Area Engr 8/30

PROJECT INCLUDES

[X] GRADING AND DRAINAGE [X] BASE [X] PAVING [X] MAJOR STRUCTURES [X] OTHER (Specify) Signing and Illumination

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Donald M. Drake Co. 1600 NW. Savier Street Portland, Oregon	$ 2,544,213.40
	PROJECT STATUS (% comp.) 90%

LOCATION
Project: SW. Montgomery - SW. Broadway Section, Stadium Freeway Highway, Portland, Oregon
Plant: Jacobson, 4th Avenue on Willamette River, Portland, Oregon

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

(Part of a Statewide Inspection-in-Depth

SW. MONTGOMERY - SW. BROADWAY SECTION
STADIUM FREEWAY HIGHWAY
Grading, Paving, Structures, Signing, and Illumination

SCOPE OF INSPECTION

This inspection of the Jacobson commercial asphalt batch plant is part of a Statewide inspection-in-depth of commercial asphalt and concrete batch plants, the results of which will be reported upon completion. The inspection followed a prepared guideline on file in the Division office.

SUMMARY OF FINDINGS AND RECOMMENDATIONS FOR CORRECTIVE ACTION

Finding

Class B asphalt concrete base material was being pugmill-mixed and then placed in a storage silo for holding, pending the return

(more)

EDITION OF (8-64) IS USABLE

of the delivery trucks from the project. This was done in order to avoid delay in the batching operation. The capacity of the storage bottle was approximately 150 tons, and there was provision for keeping the asphalt mix heated while in storage. We were informed by the plant inspector that the storage bottle would be used primarily for storage of a relatively small quantity of mix for dispatching to State projects while production was being maintained for commercial work. When State project work accounted for the majority of a particular day's production the storage bottle would be used for commercial work.

Recommendation

Use of a storage bottle should be prohibited in the interest of maintaining temperature control, preventing possible contamination, and the prevention of possible segregation in the mix due to the additional handling.

Finding

Hot bin sampling on a regular basis was not performed. We were informed by the plant inspector that hot bin sampling was performed when results from asphalt extraction tests indicated the necessity therefor.

Recommendation

Hot bin sampling should be performed on a regular daily basis to determine compliance with Section 320-3.7 of the Standard Specifications.

Finding

Sampling of fine and coarse aggregates in stockpiles at the batch plant was not performed. According to the Resident Engineer, variability in the gradation of coarse aggregate as it arrives and is unloaded from barges at the batch plant makes necessary gradation control by means of asphalt extraction tests.

Recommendation

The gradation of delivered coarse aggregates and fine aggregates should be maintained in accordance with Section 320-2.2 and Section 320-2.3 of the Standard Specifications.

(more)

Finding

There was inadequate separation of fine and coarse aggregate stockpiles at the plant.

Recommendation

Separated stockpiles should be maintained.

Finding

Pugmill mixing time was not controlled by a timing device, locked in accordance with Section 320-3.3(b4) of the Standard Specifications.

Recommendation

Use of a locked timing device only for that portion of the production destined for State projects would be impractical since a major portion of production would be for commercial work. Modification of the specifications in regard to use of a locked timing device might be necessary where asphalt concrete is being mixed alternately for commercial work and for State projects.

Finding

A complete mix design is not furnished by the Central Laboratory; however, a recommended asphalt content is provided.

Recommendation

A complete mix formula, including recommended asphalt content, should be established by the laboratory.

Finding

The temperature of asphalt in a line leading to the asphalt weigh bucket was observed at 335 deg F. The range in temperature allowed by Section 320-3.10 of the Standard Specifications is 250 deg F. to 325 deg F.

Recommendation

(more)

In accordance with the specification article a temperature should be designated by the engineer within the range from 250 deg F. to 325 deg F.

REMARKS

Asphalt extraction test reports reviewed at the plant indicated that the mix produced was within the overall gradation specifications, although better control over plant production could be achieved as recommended above.

Inspection at this commercial plant was performed by Darrel Vessey, Plant Inspector, OSHD, and Lon Lefever, weighman, OSHD. Their cooperation, and that of the Resident Engineer, William Maltby, during the course of the inspection-in-depth is appreciated.

RECEIVED
OCT 1 - 1966
FOR FILING

Form CO-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 27, 1966

In reply refer to: 08-35.DA-4

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Permanent Pavement Striping
Montgomery Broadway Section
Stadium Freeway I-405-8(9)302
State Force Order No. 4

Reference is made to Mr. Young's letter of September 16, 1966 concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping rather than on an actual cost basis as shown in your September 16, 1966 letter from L. H. Young. The estimated total costs of the work to be done under this order is $254.00 with Federal participation of $228.60.

Attachment

REFERRED TO
Young Wilmot
BY ASST. STATE HWY. ENGR.
10-4-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-106—SM

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 29 1966 [illegible] Dist. Engineer
Title
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name S. W. Montgomery-S. W. Broadway Date August 26 19 66

Highway Stadium Freeway Contract No. 6577 F. A. Project No. I-405-8(9)302

County Multnomah Prefix 626-1042 Account No. 278-04

Description of Work To Be Done:

Permanent striping for the S.W. Montgomery-S.W. Broadway Section as required for opening this section to traffic.

Location by Station Numbers:

448+00 to 477+00

Estimate of Quantities and Costs:

Striping

4" White Intermittent	4 Mi. @ $29/mi. =	$116.00
3" White Solid	3 Mi. @ $46/mi. =	138.00
		$254.00

Explanation: This Order constitutes the cost of permanent striping for traffic control on the subject project. Work to be done by State Forces who are highly trained, better equipped and familiar with this type of work. Prices are those established by BPR Memorandum dated 8-3-66.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,908,365.07
Present estimate of project cost, including $254.00 for work under this order	$2,811,850.67
Expected under-run (amount)	$ 96,514.40
Expected under-run (per cent)	3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Maltby
W. E. Maltby Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict
Assistant Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
AUG 3 - 1966
FOR FILING
I-405-8(9)302
6577

900

July 29, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Inspection-in-Depth Report
S.W. Montgomery-S.W. Broadway
Section, Stadium Freeway
I-405-8(9)302, 08-35-2A

Dear Sir:

The following are comments, as requested in your letter of July 14, on the points made in the Summary of Findings and Recommendations of the Inspection-in-Depth report of the subject project:

1. Plant Mix Stone Base and Leveling Course. The report on this subject is concerned with the segregation of materials that occurred between the supplier's stockpiles and the final laid product. The State is also concerned with this problem. At this particular supplier's plant the supplier has agreed to revise the loading procedures so that material does not drop from an excessive height onto the barge, thus causing segregation. It is hoped that this may tend to somewhat alleviate this problem. Through observation of this project and other similar ones in this metropolitan area, problems of proper laydown of base materials are multiplied over normal projects due mainly to commercial suppliers and also the confined laydown areas of not only main line but the numerous ramps, et cetera. Under ideal conditions on this type of highway, it is probable that some reprocessing will be necessary to secure required results.

2. Mix Formula and Moisture Correction on Plant Mix Stone Base. The report questions the possibility of controlling the moisture within 0.5 percent. This phase is being studied at present and a more realistic control for the mix is being considered. The mix design or formula is also under study and recommendations for alterations in the existing requirement are being considered.

3. Minor Blemishes in Surface of Concrete Slab. The report recommends that possibly minor blemishes in surface slab could be eliminated with a more constant mix and if finishing

machines were kept closer together. The field is being advised to make concerted efforts to obtain proper mixes and follow proper procedures.

4. Variations in Testing Results of Record Samples and Job Sample Findings. Most field samples of base are taken at the pugmill and some at the supplier's plant for check purposes; whereas record samples were taken from the roadway. There were variations in gradation in field tests as well as record tests. There is no doubt but what testing following the pugmill mixing and prior to laydown would probably give more consistent results than roadway testing.

A review of testing is being made to assure consistency and proper procedure is being followed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. J. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
A. E. Johnson

JHW:bjm srb

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE
Salem, Oregon 97301

DATE: July 14, 1966

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Fred Klaboe

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(9)302
S.W. Montgomery - S.W. Broadway Section, Stadium Freeway
Inspection-in-Depth Report

A copy of an inspection-in-depth on the subject project is attached. This inspection which is part of a statewide inspection-in-depth covers concrete paving and base preparation support.

We would appreciate your comments on the points made in the Summary of Findings and Recommendations portion of the report. Any revisions in your current procedures that you may make as a result of these findings should be discussed fully.

Enclosures

orig to Morgan
w/attchs.
copy to Young
7-19-66

Routing

RECEIVED
JUL 1 1966
CONSTRUCTION
DIVISION

RECEIVED
JUL 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Control No. 35-66-EID(9)11

FORM PR-33D (REV. 10-66) cc: OSHD (F. Kloe) Region(3 cys) File 439 Wash DC thru Region Admin Mgr.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Multnomah	I-405-8(9)302

DATE OF INSPECTION	PHASE(S) INSPECTED
6-21,22,24-66	Concrete Paving and Base Preparation Support

INSPECTION MADE BY	IN COMPANY WITH
G. R. Brooks, District Engineer H. A. Schell, Area Engineer W. N. Bryant, Asst. Area Engineer	Wm. Maltby, Resident Engineer R. Faust, Inspector L. V. Rhoades, Inspector Keith S. Samson, Engineering Tech. Ronald W. Aase, Engineering Tech.

REPORT PREPARED BY
H.A. Schell

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Donald M. Drake Co. 1600 NW. Savier Portland, Oregon	$ 2,544,213
	PROJECT STATUS (% comp.) 77

LOCATION
SW. Montgomery - SW. Broadway Section of the Stadium Freeway in the SW. edge of the central business district in downtown Portland, Stas. 448+00-477+00

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION. (Part of a statewide inspection-in-depth

SW. MONTGOMERY - SW. BROADWAY SECTION
STADIUM FREEWAY

A. Scope of Inspection

This inspection was performed on the continuously reinforced concrete paving operation and the base preparation for this paving. Concrete is being furnished from a Pacific Building Materials ready-mix plant approximately 2 miles away by 7-CY transit mixer trucks. Base course aggregates come from Ross Island Sand and Gravel by barge, mixed in a pugmill on the shore, and hauled by dump trucks to the site, and placed in the grade by a laydown machine. The concrete batch plant operation was reviewed along with the stone-mix aggregate

(more)

EDITION OF (5-64) IS USABLE

production and laydown operation. A series of record samples were taken of the base material and concrete. The results are commented on in the report. Linear dimensions were checked for the depth and width of pavement, reinforcing steel, and base course. All these dimensions were in reasonable conformance with the plans. The records were reviewed in detail for compliance with State guides and specifications and estimate support data.

B. Summary of Findings and Recommendations

1. Plant Mix Stone Base (1½-0) and Leveling Course (3/4-0)

Test reports on job samples indicate the aggregate is passable, although in most cases borderline with considerable variation in the gradation. Record samples obtained prior to June 22, 1966, indicate the material is outside the gradation requirements. This material is obtained from Ross Island where it is blended and placed on barges by a conveyor belt which allows the aggregate to free fall some 15 to 20 feet (See photo attached). The material is transported by barge to the east river bank and placed in a bunker by a clam-shell equipped crane.to await pugmill mixing with water prior to hauling by trucks to the job site. The material

(more)

is then end dumped into a laydown machine which is equipped with a distribution screw, but not an activated screed as specified. The aggregate apparently is segregating when it is placed on the barge with some minor addition segregation resulting during unloading operations. Considerable additional segregation is apparent during charging of the laydown machine by the haul vehicles (See photo attached). The specifications indicate that the cold aggregates shall be fed into the mixer by mechanical and adjustable means which will provide a uniform delivery of specified aggregates.

Recommendations

With the existing multiple aggregate handling process and the results obtained with the laydown machine being used, variations in aggregate gradations are inevitable and accurate control impossible. It is recommended that the State review the supplier's procedure and possibly reduce the drop from the conveyor belt, and if this is not effective, require blending just prior to pugmill mixing. Consideration should also be given to preventing the use of laydown machines which do not produce satisfactory results, and which do not comply with the specifications. Segregated material already on the grade should be corrected.

(more)

2. Mix Formula and Moisture Correction

The records indicate that a mix formula had not been made as specified, and no corrections were being made for apparent moisture variations which were from 5 to 7.5%. It is recognized that with the existing plant control, the moisture correction is extremely difficult. However, specifications indicate the moisture variation shall not exceed 0.5%, and when it does, a correction in the aggregate weights shall be made.

Recommendations

It is difficult to see how the moisture content can be controlled to within 0.5%; however, on this job with no mix formula, such a correction is meaningless. It is recommended that the mix formula be obtained and the proper correction applied where applicable. If this correction is too stringent, it is recommended that the engineer be allowed to vary this content within reasonable limits.

3. Minor Blemishes in Surface of Concrete Slab

Some surfaces of the concrete slab were found to have a minor amount of rock voids (under the Park Avenue structure). Slump was checked and found to be 1 3/4". However, the contractor had requested a waiver to a

(more)

maximum of 3". Record tests indicated slump as high 3 1/2". During some periods of finishing, the finishing machines were found to be spread out for a considerable length of the paving operation.

Recommendations

It is apparent that there is some variation in the consistency of the mix and this, coupled with extended finishing periods, could create some minor blemishes in the concrete surface. It is recommended that the mix be as consistent as possible, and that a concerted attempt be made to keep the finishing machines close together.

4. Variation in Testing Results of Record Samples and Job Samples Findings

A review of the job and record samples indicate constant gradation problems. However, all job samples pass specifications, but considerable record samples from the roadway fail specifications. The project records indicate very few, if any, check samples from the field were sent to the Central Laboratory.

Recommendations

It is obvious from the test results that there is a problem of gradation. However, it is difficult to

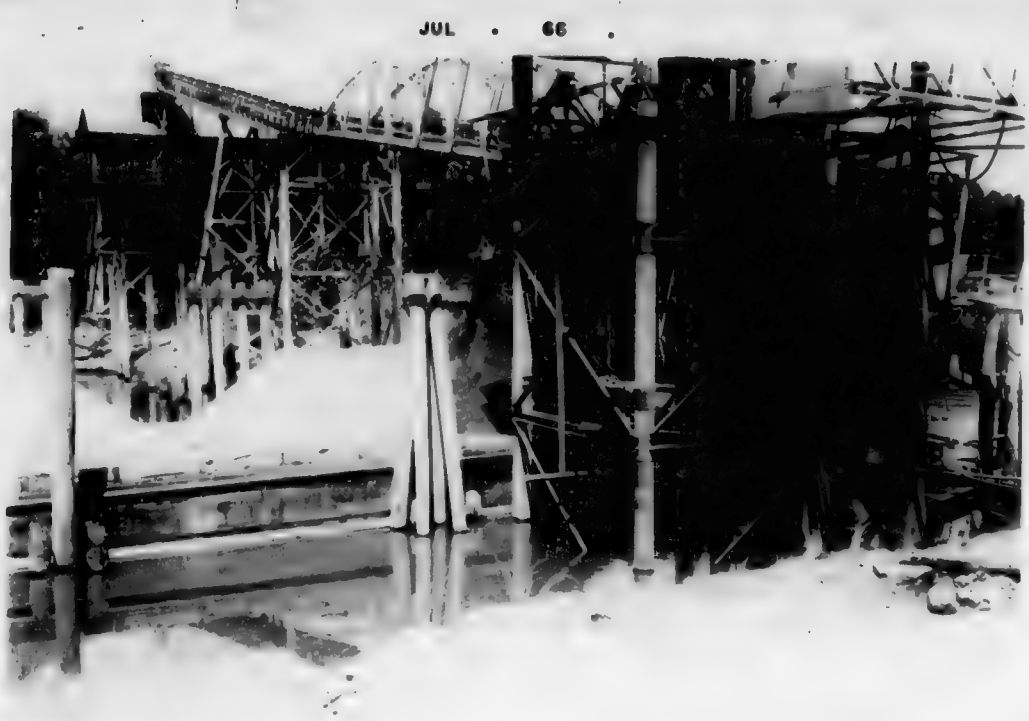
(more)

understand why no field samples failed. It is possible that there is some inconsistency in the field sampling procedure, as compared with the record sampling procedure. It is felt that the field procedure should be carefully checked and check samples sent to the lab for verification of the field testing personnel's procedures.

General Comments

Consistency of the concrete is very important in a paving slab because of its minimum thickness. Stringent control on the consistency should result in a more controlled cracking in the slab, and it is felt that within broad ranges, this could prevent a future maintenance problem.

During the project review, a portion of the slab was being poured on a heavily supered section. Although the slump was not checked in this area, it appeared to be at least 3" or possibly greater. When pouring concrete on such a supered section, a low slump would create less of a finishing problem, and would ultimately end in a reduced cost to the contractor.



No. 1 - Loading of aggregate on barge at Ross Island. The material is blended prior to loading.

No. 2 - Unloading of aggregate by a clam shovel equipped crane at the east bank of the river

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No. 3 - The laydown machine. Note the small deflector welded to the side of the receiving section of the machine

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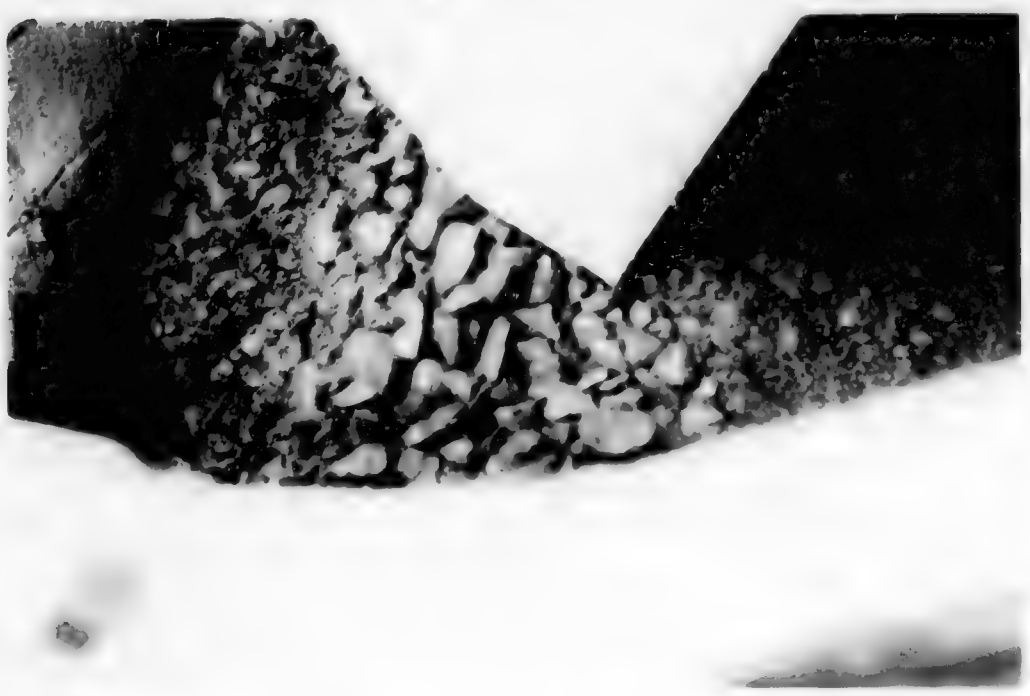

No. 4 - Segregation which results during changing of the laydown machine.

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Oregon State Highway Department
News Release

FOR IMMEDIATE RELEASE

The Oregon State Highway Department announces that the S. W. Montgomery Street Overcrossing of the Westside Freeway will be opened to traffic on Thursday, July 28. This will eliminate the present detour of Montgomery Street via 13th and 14th Avenues and Market Street. At this time, S. W. 13th Avenue between Market and Montgomery will be closed to through traffic to allow work to proceed in this area. When work on this contract is completed this fall, motorists will have a direct connection to the Westside Freeway at 14th and Montgomery Streets.

# # #

NOTED
FORREST COOPER

cc Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Klaboe
Lloyd Shaw
Victor Wolfe

NOTE: This was released July 26, 1966 via City Traffic Engineer.

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JUL 27 1966
OFFICE
STATE HIGHWAY ENGR.

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JUL 20 1966

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1966

I-405-8(9)302
6557

To: MEMO TO THE FILES

SUBJECT: S. W. Montgomery-S. W. Broadway Sec.
Stadium Freeway - I-405-8(9)302
Contract No. 6557
Segregation of 1-1/2"-0 Plant Mix
Stone Base Materials furnished by
Ross Island Sand and Gravel Company

A meeting was held in Portland Wednesday, June 29, at which the following were in attendance:

Representing Oregon State Highway Department:

John H. Walker	Assistant Construction Engineer
A. V. Benedict	Assistant Metropolitan Engineer
M. D Glenn	Field Testing Engineer
William E. Maltby	Resident Construction Engineer

Representing the Bureau of Public Roads:

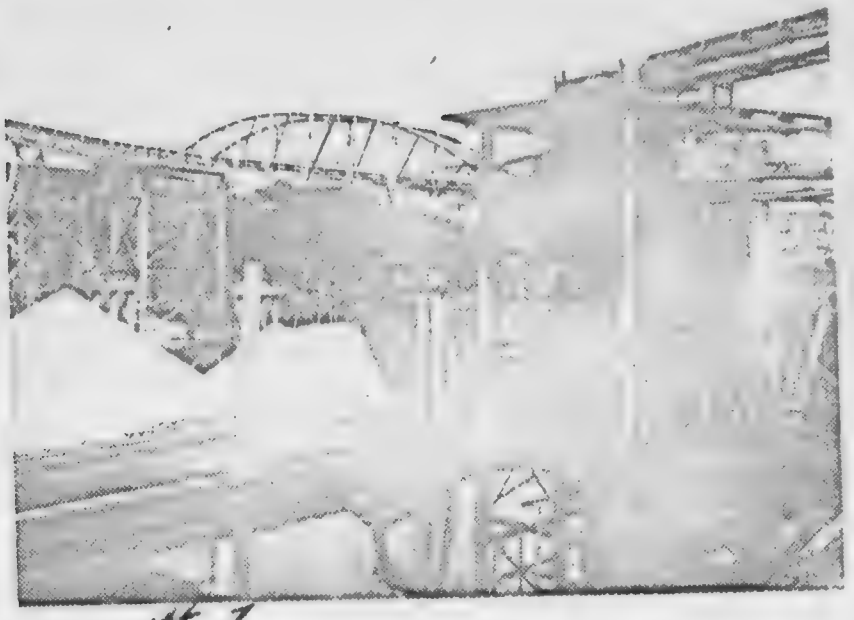
Herbert Schell	Area Engineer
Walley Bryant	Assistant Area Engineer

The purpose of this meeting was to review the re-occurring problem in the Portland area of segregation of aggregates furnished by Ross Island Sand and Gravel Company. A review of the history of why aggregates furnished by Ross Island Sand and Gravel continues to present a segregation problem is as follows:

Crushing Plant - The crusher is located on Hard Tack Island in the Willamette River. Materials are produced from river gravels and separated into 5 different sizes which are stockpiled and blended to meet specifications. Material sampled at delivery belt prior to discharging onto barge is satisfactory and generally in middle of specifications.

The first place segregation occurs where the material is discharged by conveyor bilt onto the barge (Picture #1). Material drops some 25 to 35 feet, depending on the fluctuation of the river, and allowed to cone up on the barge. This is the point at which the majority of the segregation occurs.

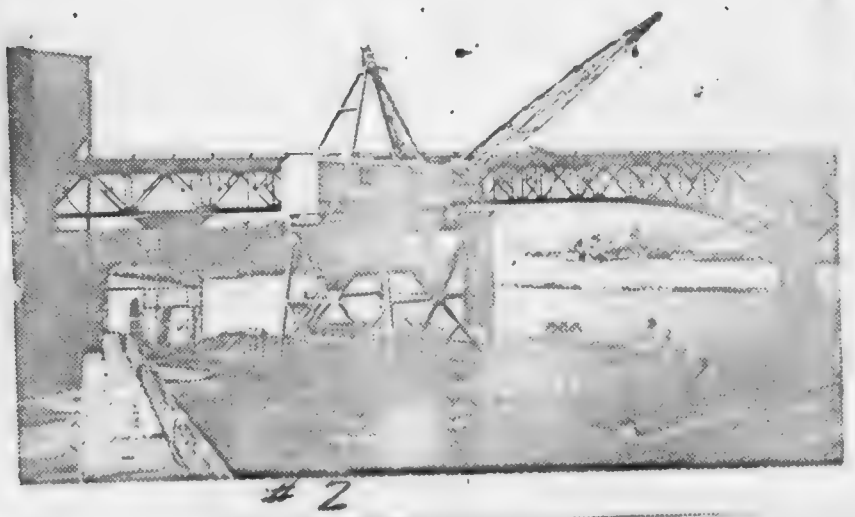
1



We were conducted through the crushing plant by Mr. Wes Galloway of Ross Island Sand and Gravel Company. He informed us that they were having an adjustable conveyor installed within the next 6 weeks which will enable them to control the height of drop into the barges, which should help minimize segregation at this point.

Mixing Site - After loading barge at crushing plant the material is barged to the Tait Division of Ross Island Sand and Gravel Company located at the northeast end of the Ross Island Bridge. At this point the material is picked up by a whirley crane/clamshell bucket and deposited into a bunker (Picture #2). The crane operator attempts to remix the segregated material but this is not a very successful operation. Several time the last 30 to 60 cu. yds. of material on barge has been rejected and sent back to crushing plant, where other material has been placed on top of it. They now have Ross Island remove the rejected material from the barge before sending it back. Additional segregation occurs in dumping the material into the receiving bunker.

2



From the receiving bunker the material is moved by a conveyor belt into the pug mill. This is a pug mill for a Barber-Green Asphalt Plant. It is relatively new and does a good job of mixing; however, the material has become so segregated by the time it reaches this point it no longer resembles the material as produced. Field tests indicate that while material is still within specifications, it is predominantly classed as borderline as it enters the pug mill.

After the material passes through the pug mill it is discharged into another bunker, from which the trucks are loaded, and thence to the project. Some additional segregation occurs on discharge from bunkers as they are not provided with baffels (Picture #3).

3

Job Site - Upon arrival at job site the 1-1/2"-0 base materials are spread with an old Admun rock spreader whenever possible. Due to the many ramps and taper sections on this project, however, much of the base rock is placed with a blade rather than with the spreader.

The results of the segregation prior to arrival of the base materials on the project was evident during the job site inspection. Material was being placed on one of off ramps and the resulting non-uniformity behind the laydown machine was such that the contractor was instructed by the Resident Engineer to re-process the entire section with a blade at the contractor's expense. Most of the material for the main roadbed has been placed and covered with the P.C.C. pavement so a visual inspection could not be made. B.P.R. record tests available at this time show only one satisfactory gradation test, 5 borderline and 3 failing. All tests were taken on the grade. Five field job control tests taken on the grade were satisfactory.

The specifications for Plant-Mix Stone Base was reviewed to see if additional teeth could be placed in them to alleviate this situation. The specifications are believed to be satisfactory as written and the best course of action to be taken is one of strict enforcement by the Resident Engineers to insure the aggregates upon entering the pug mill for mixing conform to the required gradation specifications as required in Section 204-1.2, Proportions of Mixture. Articles 204-3.6, 3.7 and 3.8 provide sufficient authority to the Resident should additional corrective measures on the grade after laydown by required.

Another relative factor discussed was the specified 0.5 per cent tolerance in water content established by the Engineer for the job mix formula. It is believed this specifications is too tight for all practical purposes, and a determination is being made as to what limits would be practical.

M. D. Glenn
Field Testing Engineer

MDG:bjm:rw

cc: F. B. Klabbe
A. E. Johnson

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JUL 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department

SUPPLEMENTAL STANDARD SPECIFICATIONS

Section 204 -- Plant-Mix Stone Base (1-1-66)

Description

Article 204-1.1. This specification applies to a course of crushed rock, crushed gravel or crushed aggregate, plant-mixed with water, and placed upon a prepared subgrade, subbase or base by means of special aggregate spreading and screeding equipment. The plant-mix stone base shall be constructed at the locations and in reasonably close conformity to the lines, grades, cross sections and thicknesses indicated by the plans or as established by the engineer.

204-1.2 Proportions of Materials. The designated size of aggregate material conforming with the requirements of Articles 204-2.1 and 204-2.2, shall be mixed with water in proportions established by the engineer to provide a mixture having a uniform moisture content sufficient to obtain the required compaction when placed. The amount of water to be added to the aggregate shall be as set by the engineer, normally within a range of 4 to 7 percent, by weight, of the total mix. The proportions of aggregate and water established by the engineer will be in percentages by weight and will be known as the "mix formula". The mix formula shall be changed only upon the order of the engineer.

AT TIME OF MIXING (204-3.1(1))

POSSIBLE MOISTURE RANGE AT MIXER WILL EXCEED LIMITS IN ORDER TO HAVE REQUIRED AMT. OF [illegible] NEEDED. NEED BROADER RANGE

After the mix formula is established, the mixture furnished under the contract shall conform thereto, subject to a tolerance in water content of plus or minus 0.5 to the mix formula percent of water.

Each day the engineer shall be permitted to take as many samples of the plant-mix material as he considers necessary for checking uniformity of the mixture. When unsatisfactory results or other conditions make it necessary or desirable, the engineer may establish a new mix formula.

Materials

204-2.1 General. The definitions of and the quality and grading requirements for the plant-mix stone base aggregate shall conform to the requirements of Articles 202-2.1 and 202-2.2, respectively, and Table 202-1 of the standard specifications, including supplements thereto or modifications thereof.

204-2.2 Designated Sizes of Aggregate. The aggregate to be used in the plant-mix stone base shall be one or another of the following designated sizes as the contractor may elect: $2\frac{1}{2}$" - 0, 2" - 0 or $1\frac{1}{2}$" - 0.

204-2.3 Water. Water used in the work shall conform to the requirements of Article 108-2.1.

Construction

204-3.1 Plant and Equipment.

(a) Mixing plant - The plant-mix stone base material shall be mixed at a centrally located plant by means of a pugmill or rotary type mixer and with other plant and equipment meeting the requirements set forth in the numbered paragraphs which follow:

(1) Cold aggregate shall be fed into the mixer by mechanical and adjustable means which will provide a uniform delivery of specified aggregate in the quantity required for incorporation in the specified mix in accordance with the mix formula established by the engineer.

(2) Water shall be discharged into the mixer by weighing or metering. The device used shall provide a uniform delivery of water in the quantity required for incorporation in the specified mix in accordance with the mix formula established by the engineer, and under whatever water pressure exists. The device shall be adjustable, shall be provided with means for checking the quantity being discharged, and shall be of a design which assures proper dispersion and uniform incorporation of the water in the mix.

(3) The mixing plant shall be provided with weighing or calibrating devices, feeders, provisions for sampling, and/or other devices and equipment so designed, coordinated and operated as to produce uniform mixtures within the specified mix requirements and to permit the sampling of the materials before and after being mixed.

(4) The mixer shall be kept in repair, and mixing blades or paddles shall be of proper size, adjustment and clearance to provide positive and uniform mix to the entire components of the mixture at all times.

(b) Hauling equipment - Vehicles for hauling the mixture shall be of a design permitting the accurate weighing thereof, and shall be capable of depositing the mixture within the receiving hopper of the spreading equipment or in windrows of reasonably uniform size in front of the spreading equipment, with a practicable minimum of segregation of the mix.

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(c) Spreading equipment - The spreading equipment shall consist of a receiving device, spreading facility and an activated and adjustable screed or strike-off assembly. It may either be (1) a complete and integral unit, self-propelled and powered, or (2) a crawler-track or wheeled-type tractor intimately combined with a receiving, spreading and screeding unit attached thereto or mounted thereon. The activated screed or strike-off assembly shall operate by oscillation, tamping, vibrating or other approved action. The equipment shall spread the material and strike it off to required thickness, designated line, grade and transverse slope and to a surface texture of uniform appearance in a single pass without segregation, dragging or fracture of material.

The spreading equipment may be provided with a control system automatically controlling the laying of the mix to specified transverse and longitudinal grade by means of actuation from an independent line and grade control reference, if the contractor so elects.

(d) Compacting equipment - Rollers and compactors shall be modern, self-propelled, in good condition and capable of reversing without backlash. They may be tandem or 3-wheel steel rollers, vibrating rollers or compactors, pneumatic tire rollers or other approved compactors; provided, however, that at least one steel wheel roller of not less than 8-ton rating shall be provided.

The rollers or compactors shall be adequate in design and number to provide prescribed compaction and density to the mix as placed and while still moist.

(e) Capacities of plant and equipment - The plant and equipment furnished on the work shall be adequate at all times to provide for efficient and continuous operations insofar as is practicable.

204-3.2 Preparation of Subgrade, Subbase or Base. The preparation of the subgrade, subbase or base foundation upon which the plant-mix stone base is to be constructed shall be performed in accordance with the provisions set forth in Article 202-3.1, as supplemented and modified, as applicable. Prepared foundations which become unstable or defective from any cause shall be made firm and acceptable by approved means before the plant-mix stone base mixture is placed thereon.

204-3.3 Preparation of Mixture. The combined aggregate and water, in the proportions directed by the engineer, shall be thoroughly mixed for such period of time as is necessary to produce a homogeneous mixture in which all particles of the aggregate are uniformly coated with water.

At the place of deposit, the mixture shall be free from free-draining water or from excess moisture which would create instability of the material on which the mixture is to be placed.

204-3.4 Hauling and Placing. The mixture from the plant shall be delivered and deposited without delay which would modify the moisture content of the mix to appreciable extent.

The mixture shall be delivered to the spreading machine by direct deposit in its receiving device, by placing in uniform windrows in front of the machine, or by other means approved by the engineer.

The mixture shall be spread and screeded by specified equipment in layers normally not exceeding 6 inches in compacted thickness. Each layer shall be placed to a strip width which will hold the number of longitudinal joints to a practicable minimum, normally not less than a 10-foot strip width, and shall be compacted as hereinafter specified. A succeeding layer of mixture shall not be placed on an underlying layer until the underlying layer and its abutting strips have been compacted to specified density.

When hauling is done over prepared foundation or over previously placed material, the hauling shall be routed as uniformly as is practicable over the full width of the foundation or material in place.

204-3.5 Compacting. The compacting of the mixture shall commence within 15 minutes after it has been spread and shall be completed on the same day as placed. Normally, initial rolling shall be with a steel wheel roller having a weight of not less than 8 tons.

Each strip of each layer of the mixture shall be compacted over its full width by specified equipment until the layer has been compressed to a relative density not less than 95 per cent of that determined by the Department's standard laboratory procedure for the Determination of 100% Relative Maximum Density of Granular Materials, copies of which are available upon request to the Engineer of Materials at Salem, Oregon.

204-3.6 Surface Finish. The surface of each underlying layer of compacted base shall parallel the cross section and grade established for the finished surface of the course within 0.06 foot. The finished surface of the compacted base shall not vary more than 0.02 foot above or 0.04 foot below specified cross section or grade at any point, and the algebraic difference of variation on adjoining areas shall not exceed 0.04 foot.

The side slopes of each full-width layer of the base shall be shaped accurately to specified slope without disturbance of the base material which is within the full cross-section thickness of the base.

204-3.7 Modification of Construction Requirements. On side slopes, tapers, road connections and other areas of irregular shape, limited length or restrictive width where the engineer determines that full compliance with the above construction requirements is not practicable, the specified construction requirements may be modified, subject to approval by the engineer.

204-3.8 Care of the Work. During the construction of the base, the contractor shall exercise care to protect the work from damage. Following construction of each strip and each layer of the base and following construction of the entire course of the base, the contractor shall perform such work as the engineer may determine to be necessary to prevent ravelling and rutting, to repair weak spots, to prevent segregation of materials, and to maintain the layer or course of the base to specified density and surface finish; all until the strip, layer or course is covered by a following layer or course of material or until all work under the contract is completed.

In the performance of this work, the contractor shall furnish and place plant-mix stone base material and/or other aggregates, and shall water and compact those materials, as directed by the engineer.

Measurement

204-4.1. The tonnage of plant-mix stone base to be paid for shall be the number of tons of plant-mixed aggregate and water, mixed, placed, spread, compacted, finished and accepted in the completed course, as specified. Measurement will be by weighing on weigh scales, as set forth in Section 9, subject to the provisions of Article 204-4.2.

Aggregate materials other than plant-mix stone base material used in the care of the work under the provisions of Article 204-3.8, will be measured for payment the same as is provided for the same material used in other parts of the work, as applicable.

Watering performed (a) in the preparing of subgrade, subbase or base previously constructed under another and separate contract, in accordance with the instructions of the engineer, and (b) as directed by the engineer in the care of the work under the provisions of Article 204-3.8, will be measured for payment as set forth in Section 108.

204-4.2 Adjustment for Water in Mixture. If the percentage of water in the plant-mix stone base mixture exceeds the percentage established by the engineer in the "mix formula" by more than 0.5, the excess percentage of water will be converted to weight equivalent and the weight thereof will be deducted from the weight measurement of the mixture.

Payment

204-5.1 General. The pay quantity of plant-mix stone base, determined as above provided, will be paid for at the contract unit price per ton for the item "Plant-Mix Stone Base", which price and payment shall be full and complete compensation for the preparing of the base or foundation on which the course is constructed, and for the furnishing, hauling, placing and compacting of all materials, including all labor, equipment, tools and incidentals necessary to complete the work as specified; except as follows:

(a) The preparing of subgrade, subbase or other foundation constructed under separate or other contract will be separately paid for as set forth in Section 200 if, in the bid schedule, there appears the bid item "Preparation of Old Roadbed".

(b) Watering work measured for payment as provided in the 3rd paragraph of Article 204-4.1 will be paid for as set forth in Section 108.

(c) Aggregate materials used in the care of the work, determined as set forth in the 2nd paragraph of Article 204-4.1, will be paid for at the applicable contract unit price bid for the material involved, or if there is no covering bid price, payment will be made on the extra work basis set forth in Article 4-4.

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6557

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1966

SUBJECT: S.W. Montgomery-S.W. Broadway
Westside Freeway
Contract No. 6557

To: Mr. A. E. Johnson
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Mr. Klaboe has approved your request to open the Sixth Avenue on ramp prior to completion of the next section of the Stadium Freeway.

See attached letter.

F. D. Morgan
Construction Engineer

FDM:fp
Enc
cc F. B. Klaboe

RECEIVED
JUN 17 1966

FORM E-30 50M 10-66 SP*23401-734

FOR FILING

I-405-8(9)302

6577

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 14, 1966

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: S.W. Montgomery-S.W. Broadway
Westside Freeway
Contract: ~~6557~~ 6577

Mr. A. E. Johnson's proposal by letter of June 10 regarding the opening of the Sixth Avenue on ramp prior to completion of the next section of the Stadium Freeway has been studied by this office and the Traffic Division.

We see no objection to this plan and recommend that the Sixth Avenue ramp be opened with the subject project. You were to check with Mr. Johnson regarding City of Portland's desires concerning this traffic movement.

F. D. Morgan
Construction Engineer

DNS:jp:fp

Johnson advised that city approves this pattern. JBK

Approved 6-15-66
J. B. Klaboe
Asst. State Hwy. Engr.

[illegible]

copy to Morgan 6-17-66

FORM E-20X—50M—2-66 SP°23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 10, 1966

To: Mr. F. O. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: S. W. Montgomery-S. W. Broadway
Westside Freeway
Contract: 6577

In the plans for the subject project, the northbound on-ramp from S. W. Sixth Avenue is to be barricaded and remain closed until the Johnson-Montgomery Section is completed. This will be for a period of at least two years.

On the enclosed sketch is indicated a proposed local usage, were the Sixth Avenue ramp open at this time. Travel from the southwest district to the Lincoln High School area could be accomplished by use of this S. W. Sixth Avenue on-ramp, with the elimination of ten intersections and three schools.

It is believed that if we leave the Sixth Avenue on-ramp closed for a period of two years, it will result in two conditions:

(1) Temporary cross-striping will be required to be obliterated at the end of the two-year period, which temporary cross-striping would be eliminated by opening the Sixth Avenue on-ramp;

(2) It is believed that opening at this time would cause less confusion and potential accidents than to wait for a period of two years and then open the on-ramp.

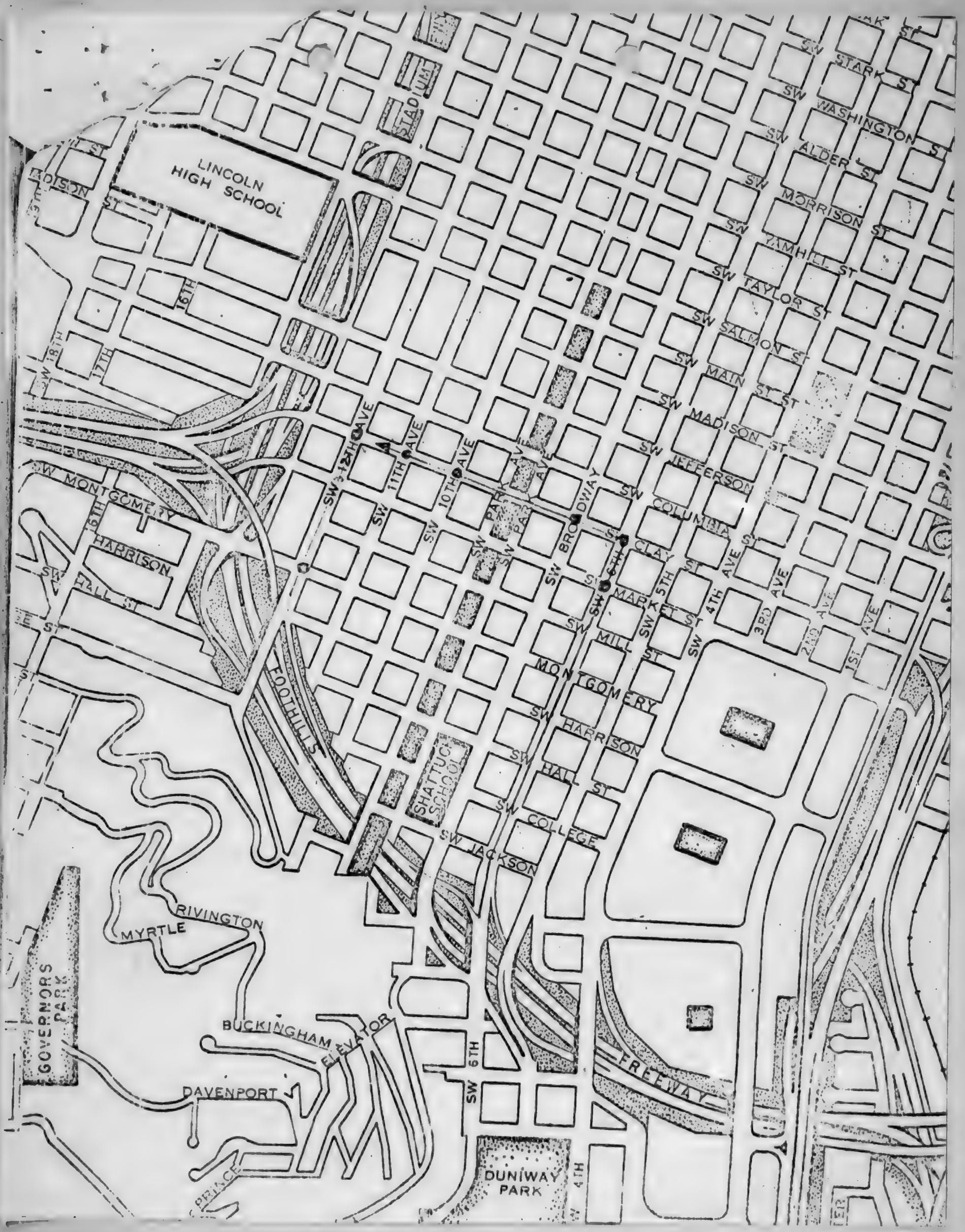
In view of the above, it is recommended that we open the Sixth Avenue northbound on-ramp at the same time the subject section is opened to traffic.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

RECEIVED
JUN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

AEJ:mh
Enclosure
cc F. B. Klaboe
L. E. George
Dennis Peterson


LINCOLN HIGH SCHOOL
STADIUM
SW STARK ST
SW WASHINGTON ST
SW ALDER ST
SW MORRISON ST
SW TAYLOR ST
SW SALMON ST
SW MAIN ST
SW MADISON ST
SW JEFFERSON
SW COLUMBIA
SW CLAY ST
MARKET ST
SW MILL ST
SW MONTGOMERY
SW HARRISON
SW HALL ST
SW COLLEGE
SW JACKSON
SW MADISON ST
SW 18TH
SW 17TH
SW 16TH
SW 12TH AVE
SW 11TH AVE
SW 10TH AVE
PARK AVE
PARK AVE
SW BROADWAY
SW 6TH
SW 5TH
SW 4TH
3RD AVE
2ND AVE
1ST AVE
SW MONTGOMERY
SW HARRISON
SW HALL ST
FOOTHILLS
SHATTUCK SCHOOL
RIVINGTON
MYRTLE
GOVERNORS PARK
BUCKINGHAM
ELEVATOR
DAVENPORT
PRINCE
SW 6TH
DUNIWAY PARK
SW 4TH
FREEWAY

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FOR FILING

I-405-8(9)20a
6577

June 13, 1966

Mr. Ray Frank, Manager
Cardinell View Apartments
1205 S. W. Cardinell Drive
Portland, Oregon

Dear Mr. Frank:

I regret to inform you that the Bureau of Public Roads has denied our request to lease an area adjacent to the Stadium Freeway to you for parking purposes.

As I explained to you a couple of weeks ago, the Bureau of Public Roads has the last say in this type of construction, and we have no further recourse which would allow us to complete the lease arrangement.

If you care to discuss this further, I will be glad to meet with you and do whatever I can.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

FBK:erb

cc: Forrest Cooper
R. L. Porter
D. M. Moehring
F. D. Morgan
William M. Haskin
A. E. Johnson

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Mochring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 9, 1966

In reply refer to: 08-35.7/410.3
X-file: I-405-8(9)302

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(2)301

Please refer to Assistant Right of Way Engineer John R. Oakes' letter of June 2, 1966 which requests our approval to revise the access control line, curb, and fence in order that the owners of the Cardinell Apartments may use the area for parking on a lease basis.

It is our understanding that this area is not excess property and is needed for maintenance of the slopes and therefore is an integral part of the Interstate right of way. Such right of way is to be maintained free of any encroachments or private use. We do not believe it would be in the public interest to lease small portions of the Interstate right of way for private parking when such areas are needed for the maintenance of the highway. Approval of this case would only stimulate further requests from other adjoining property owners to make use of the Interstate right of way. Under the circumstances we cannot approve your request to lease this area for private parking.

Orig to Mochring 6-13-66

REFERRED TO

BY ASST. STATE HWY. ENGR.

copies to Morgan Young Haskin G.E. Johnson 6-13-66

RECEIVED
JUN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 23 1966
SP*23500-734

FILE

FOR FILING

I-405-8(9)302

6577

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

To: [illegible]

SUBJECT: [illegible] N. Broadway
[illegible] Bridge
Contract: 6577

In the plans for the subject project, the northbound ramp from E. 1st Street to US 99 is constructed and remains open. I would like to know when the Sixth Avenue ramp will be completed. This will be for a period of at least two years.

On the contract plans is contained a proposed local street over the Sixth Avenue ramp just N. of the E. 1st Street intersection. This street is planned to be opened to the traffic by use of the S. P. Sixth Avenue ramp, with the elimination of the two signals and three exhibits.

It is believed that if we keep the Sixth Avenue ramp closed for a period of two years, it will result in the conditions:

(1) Property owners will be required to be relocated at the end of the two-year period, which temporary structuring would be eliminated by opening the Sixth Avenue ramp.

(2) It is believed that opening on this time would cause less confusion and potential accidents than to wait for a period of two years and then open the ramp.

In view of the above, it is recommended that we open the Sixth Avenue northbound ramp at the same time the subject section is opened to traffic.

I agree
Crandall

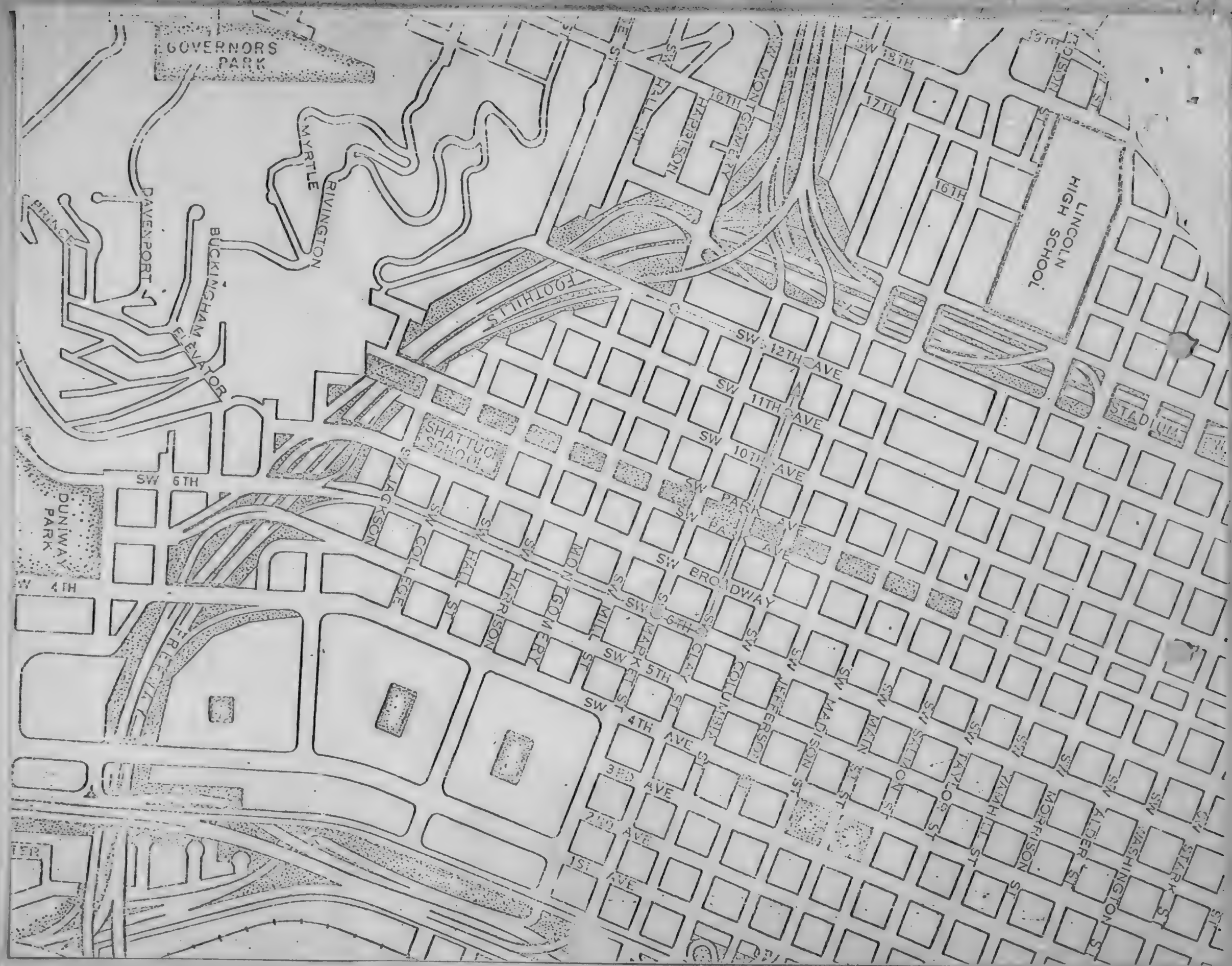
NOTED
FOR EDWARDS
RDS

A. D. Johnson
Metropolitan Engineer

ADJ:m
Enclosure
cc F. D. Haley
L. E. Bergh
Dennis Thomson

NOTED

RECEIVED
JUN 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER


GOVERNORS PARK
MYRTLE
RIVINGTON
PRINCE
DAVENPORT
BUCKINGHAM ELEVATOR
SW 16TH
SW HARRISON
SW MONTGOMERY
SW 17TH
SW 16TH
LINCOLN HIGH SCHOOL
STADIUM
SW 12TH AVE
SW 11TH AVE
SW 10TH AVE
SHATTUCK SCHOOL
SW 6TH
DUNIWAY PARK
SW JACKSON
SW COLLEGE
SW HALL ST
SW MONTGOMERY
SW BROADWAY
SW PARK AVE
SW 6TH
SW MARX ST
SW CLAY ST
SW COLUMBIA
SW JEFFERSON
SW MADISON
SW MAIN ST
SW SALMON ST
SW TAYLOR ST
SW MORRISON ST
SW ALDER ST
SW WASHINGTON ST
SW STARK ST
SW 5TH
SW 4TH AVE
3RD AVE
2ND AVE
1ST AVE

RECEIVED
JUN 20 1966

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 23 1966
Title Dist. Engineer
U.S. Bureau of Public Roads

I-405-8(9)302

Project Name S.W. Montgomery-S.W. Broadway Date June 2, 1966

Highway 6577 Stadium Freeway Contract No. 6577

County Multnomah Prefix 626-1042

Contractor Donald M. Drake F. A. Project No. I-405-8(9)302

Address 1600 N.W. Savier, Portland Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place soil sterilant under asphalt concrete berm paving. Soil sterilant to be "Chymians Chlorate 40", "Polybor Chlorate" or approved equal at 3 lbs./100 sq.ft.

1. Percentage allowed contractor is in accordance with the executed contract for the project.
2. Maximum rental rates are in accordance with AGC-State agreement.

Location by station numbers:

Throughout project under asphalt concrete berm paving.

Estimate of quantities and cost:

Material	$ 300
Labor	150
Equipment	50
Total	$ 500

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Berm areas have been exposed to wild seeding from weeds and grass. Soil sterilant is placed on berm areas under A.C. paving. Sterilant is to prevent grass, weeds, etc. from growing through paved areas. Sterilant was not included in the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,908,365.07
Present estimate of project cost, including $ 500.00 for work under this order	$2,817,934.44
Expected under-run amount	$ 90,430.63
Expected under-run per cent	3.1%

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. E. Maltby, Resident Engineer

Approval Recommended: /s/ Alfred A. Reer, Asst. Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Asst. Division Engineer

Approved /s/ L. H. Young, Office Engineer.

State Printing

Young 6-20-66

FORM E-123
RECEIVED
JUN 6 - 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
SALEM
DAVID B. SIMPSON, MEMBER
PORTLAND

I-405-8(9)302

6577

Porter

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 2, 1966

NOTED
R. L. PORTER

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Project No. I-405-8[2]301
File No. 34117
S. W. Montgomery-S. W.
Broadway Section
Stadium Freeway

NOTED
E. B. KLABOE

Dear Sir:

We have been requested by the owners of the Cardinell Apartments to revise our access control line, curb, and fence on the southeast corner of the intersection of S. W. 12th Avenue, S. W. College Street, and S. W. Cardinell Drive to allow room for parking on a lease basis.

As a condition of the proposed lease, we will require adequate insurance, an adequate barricade, and the standard sign restriction and Civil Rights clause.

Parking in this area is so limited that any aid that can be given to relieve this congestion should be considered as a benefit to the City of Portland and the State of Oregon. It is recommended that you agree.

I am enclosing two copies of a sketch map showing this area and two copies of Sheet #3 of the Construction Plan for S. W. Montgomery-S. W. Broadway Section, Stadium Freeway, Multnomah County [Project No. I-405-8(9)302]. 6577

This excess property was purchased with full Federal participation under Project No. I-405-8[2]301.

Very truly yours,

G. E. ROHDE
Chief Counsel

RECEIVED
JUN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

JRO:JP
Enclosures
cc: R. L. Porter
L. H. Young
G. E. Rohde
M. R. Mitchell

John R. Oakes
Assistant Right of Way Engineer

Form B-320—66

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 18 1966 By [signature]
G1-P Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name S. W. Montgomery — S. W. Broadway Date June 1, 19 66

Highway Stadium Freeway Contract No. 6577

County Multnomah Prefix 626-1042

Contractor Donald M. Drake Company F. A. Project No. I-405-8(9)302

Address 1600 N. W. Savier, Portland, Oregon Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install revised control sign mountings as called for on Bridge Division drawings No. A61 and B-120, and Metropolitan Division Drawing No. W-5. Substitute pointed wood sign posts for pipe sign posts shown on T.E.D. Drawings No. S-392 and S-394.

1. Maximum equipment rates allowable per AGC-State agreement.
2. Percentage allowed contractor is in accordance with executed agreement for project.

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

Materials	$385.00
Labor	210.00
Equipment	120.00
	$715.00
Plus 15% Profit	107.25
	$822.25

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The number, size and location of painted wood posts has been changed to the extent that an adjustment cannot be made under the contract item. Other control signs are to be mounted on existing structures with special mountings to eliminate superflous posts. (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space below for use of Salem Office
Project authorization	$ 2,908,365.00	
Present estimate of project cost, including $ 822.25 for work under this order	$ 2,816,649.95	
Expected under-run amount	$ 91,715.12	
Expected under-run per cent	3.15	

Submitted by: /s/ J. X. Wilson
J. X. Wilson, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Asst. Division Engineer

Approved /s/ L. H. Young
Office Engineer.

State Printing

7-25-66

Tabulation of Net Difference in Project Cost

Adjust Item 143 **Sign Support Footings**	$ 199.43	
Delete Item 144 **Pipe Sign Posts**	1,115.00	
Delete Item 153 **Painted Wood Sign Posts**	300.00	
	$1,614.43	$1,615.00
Extra Work Order Amount		822.25
Reduction in Estimated Project Cost		$ 792.75

RECEIVED
JUL 20 1966
OREGON DIVISION

STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 - 1966
FOR FILING
I-405-8(9)Sp2
6-1-1

Salem, Oregon 97310
May 31, 1966

Stadium Freeway

Mr. William H. Haskin
Property Manager
BUILDING

Mr. Ray Frank, Manager, and Mr. Stephen H. Sussberg, owner of the Cardinall View Apartments, visited me on Friday, May 27. They were here to discuss the status of the proposal that the State lease a very small portion of State-owned property to them for parking purposes.

I advised them that we had sent the matter to the Bureau of Public Roads with our recommendation that they approve it.

If we get their approval, you should immediately contact Mr. Frank and advise him. Following that, you should work out the details as outlined in my discussions with you. I am sending you facsimiles of their business cards.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

Enclosure

FORM E-90X—80M—1-66 SP°19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 26, 1966

File 34117

SUBJECT: Request for use of Excess Property
S. W. Montgomery-S. W. Broadway Section
Stadium Freeway : Contract 6577

To:

Mr. William H. Haskin
Property Manager
Building

Herewith correspondence on the subject file plus a letter from John Oakes concerning liability insurance of purchaser of said property.

This area has been approved for lease as a parking area by Mr. Klaboe providing it is made available to the highest bidder, that the lease contain an "immediate" termination clause incase we need the land to protect the highway, and the purchaser to bear the expense of constructing guard rail to protect the highway. The purchaser's insurance is to be extended to cover the State and the freeway users and must be approved by our Legal Division.

F. D. Morgan
Construction Engineer

DNS:jp
Attach

cc: A. E. Johnson
F. B. Klaboe

RECEIVED
JUN 20 1966

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date MAY 3 1966 By [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

I-405-8(9)302
6577

Project Name S.W. Montgomery-S.W. Broadway — Date May 27, 1966
Highway Stadium Freeway — Contract No. 6577
County Multnomah — Prefix 626-1042
Contractor Donald M. Drake Company — F. A. Project No. I-405-8(9)302
Address 1600 N.W. Savier Street, Portland, Oregon — Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place quarry run rock in soft subgrade locations as directed by Engineer.

1. Percentage allowed contractor is in accordance with the executed contract for the project.
2. Maximum rental rates are in accordance with AGC-State agreement.

Location by station numbers:

Rt. "L" 463 - 464
S-C 3+00

Estimate of quantities and cost:

Labor	$ 75.00
Equipment	75.00
Material	1,350.00
	$1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Springs in slope area create extremely wet area on "L" line subgrade. Area subexcavated approximately 5 feet. Perforated pipe drains installed and area backfilled with quarry run rock. Contractor unable to quote reasonable price for work. Work began May 25, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,908,365.07
Present estimate of project cost, including $1,500.00 for work under this order	$2,817,193.17
Expected under-run amount	$ 91,171.90
Expected under-run per cent	3.1%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Maltby — Resident Engineer

Approval Recommended: /s/ Alfred A. Rear — Asst. Bridge Engineer

Approval Recommended: /s/ A. V. Benedict — Division Engineer
Asst,

Approved /s/ L. H. Young — Office Engineer.

State Printing

RECEIVED
JUN 1 - 1966
FOR FILING

FORM E-30 5ON 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1966

SUBJECT: S. W. Montgomery-S. W. Broadway
Stadium Freeway : Contract 6577
Adjustment of Right of Way Fence
J. A. Powers Property - R/W #34130

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

Herewith correspondence on the subject file. The property lies in the northwest quadrant of the intersection of College Street and 12th Avenue in Portland.

Four plans were submitted by the Division office to sell back a portion of right of way to Mr. J. A. Powers so that he could retain his concrete patio at the rear of his house. The right of way fence has not been installed and if approval can be gotten for this sale, at the value we paid for it, the right of way fence can be installed at the new location. This revision would not appear to hurt our facility in any way and would not only assist the property owner, but would get us a return of some right of way funds.

It is recommended that plan #1 be used due to lesser fence angles. If you approve, please note this and we will inform Mr. Haskins to proceed.

F.D. Morgan
Construction Engineer

Approved 5/31/66
Asst. State Hwy. Engr.

dependent on BPR approval

DNS:jp
Attach

cc: W.H. Haskin

copies to Maddrey Haskins files 5-31-66

RECEIVED
MAY 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 1966
FOR FILING

FORM E-20 ODOT 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1966

6577

File 34117
SUBJECT: Request for use of Excess Property
S. W. Montgomery-S. W. Broadway
Stadium Freeway : Contract 6577

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

Herewith correspondence on the subject file. The property lies easterly of the intersection of 12th Avenue and Cardinell Drive in the City of Portland.

The Division recommends the property be leased to the Cardinell View Apartments for parking. You have inspected this on the ground and requested the accompanying map. No other divisions are being contacted on this matter.

If you approve of this easement, please note this letter and the proper description will be prepared and BPR approval will be requested.

F.D. Morgan
Construction Engineer

DNS:jp
Attach

cc: W.H. Haskin

RECEIVED
MAY 17 1966
STATE HIGHWAY DEPT.

Approved but only for a lease (possibly to highest bidder if this case should). The lease should have an "immediate" termination clause in case we need the land to protect the highway. Also should contain provision for positive barrier (guard rail) to prevent cars from going over slope to highway - Also ask legal about liability insurance to protect the commission and state highway personnel. L

Copies to Maintenance Files 5-19-66

RECEIVED
MAY 17 1966
FOR FILING

FORM S-20X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 10, 1966

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Request for use of Excess Property
S. W. Montgomery-S. W. Broadway
Stadium Freeway
Contract: 6577

Recently Mr. Hillman Luddemann, who resides at the Cardinell View Apartments at S. W. 12th and College Street, requested for the owner of the apartment building use of excess property at S. W. 12th Avenue and Cardinell Drive for the purpose of parking. During the early portion of the construction of this project, occupants of the apartment have been parking in this area by arrangement with the contractor by Mr. Luddemann.

Recently Mr. Fred Klaboe inspected this site and it was agreed that we would prepare a map indicating the location of the top of slope in this area and the maximum setback from the curb of our proposed right of way fence in order that we may get the same project we originally planned.

NOTED
F. B. KLABOE

On May 5, you inspected this location also, and at that time we agreed that the proposed fence line as staked should be moved as indicated on the attached plan. Attached are copies of a report from Mr. Maltby together with copies of the sketch map, and it is recommended that the proposed right of way fence be installed as indicated and that the excess property be made available for lease.

A. E. Johnson
Metropolitan Engineer

AEJ:sh
Enclosures
cc F. B. Klaboe
W. E. Maltby

copy to Young
5-12-66

RECEIVED
MAR 17 1966
FOR FILE
I-405-8(2)c
6411

4029
4473

March 16, 1966

Mr. W. T. Lenman, Jr.
Director of Business Affairs
Portland State College
P. O. Box 751
Portland, Oregon 97207

Dear Mr. Lenman:

It is not possible to determine from the artist's rendition of the pedestrian bridge whether or not we can consider a sign attachment. It will be necessary to examine a set of engineering plans and specifications before we can provide Mr. McMinn with a final answer.

Would you please forward, at such time as they are available, a complete set of the construction plans and specifications for this structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
A. E. Johnson

LEG:aa jwa

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1966

SUBJECT:

To: F. B. Crandall
Traffic Engineer
DEPARTMENT

Please find attached letter directed to Mr. Archibald from J. Malcolm McMinn of Portland State College, regarding installation of the Left Lane sign on S. W. Broadway in Portland.

He indicates that it would be advisable to install this sign on a pedestrian overcrossing scheduled for completion in July of this year.

However, the footing for the sign in question has been installed on the signing contract for the Stadium Freeway. The sign is 12' x 9', and creates a question whether it is possible to be installed on the pedestrian overcrossing.

Therefore, I recommend that we proceed as planned with the contract for the installation of the mast arm and sign. If, after the pedestrian crossing is in place, it is found possible and feasible we can mount this sign on the pedestrian overcrossing and salvage the mast arm for use at another location. The only loss is the footing, which is already poured and too late to salvage.

I have not replied to Mr. McMinn and therefore recommend that you advise him of your decision.

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk
cc: Tom Edwards ✓ NOTED TOM EDWARDS
Al Johnson

FILE 2
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

PORTLAND STATE COLLEGE PORTLAND, OREGON

February 22, 1966

OFFICE OF FACILITIES PLANNING AND OPERATIONS

PORTLAND STATE COLLEGE
P.O. BOX 751
PORTLAND, OREGON-97207

Mr. A. E. Archibald, Sign Superintendent
Sign Division
Oregon State Highway Department
Salem, Oregon 97310

Subject: Sign to be Constructed on Southwest Broadway Street Between Montgomery & Harrison Street -"Salem Freeway, Left Lane."

Dear Mr. Archibald:

We noted last week that the base for subject sign has been installed; of course we are a little concerned about the location of another prominent structure in the heart of the Portland State College campus.

We would like to profer an idea for your early consideretion. A pedestrian bridge is to be constructed across Southwest Broadway Street approximately at the corner of Broadway and Harrison Streets between the Parking Structure and South Park Hall. This bridge will be approximately 100 feet from your planned sign structure. We suggest that subject sign be mounted on this pedestrian overpass in any position which you would prescribe. This would eliminate the necessity for another imposing structure on Broadway Street. Will you please review your plans with this in mind. The overpass bridge is now being designed and it is expected that contracts will be let in mid-April for completion in July 1966.

Yours very truly,

J. Malcolm McMinn
Director of Facilities Planning and Operations

JMM:mt
Enclosure

CC: Mr. Tom Edwards
W. T. Lennan, Jr.

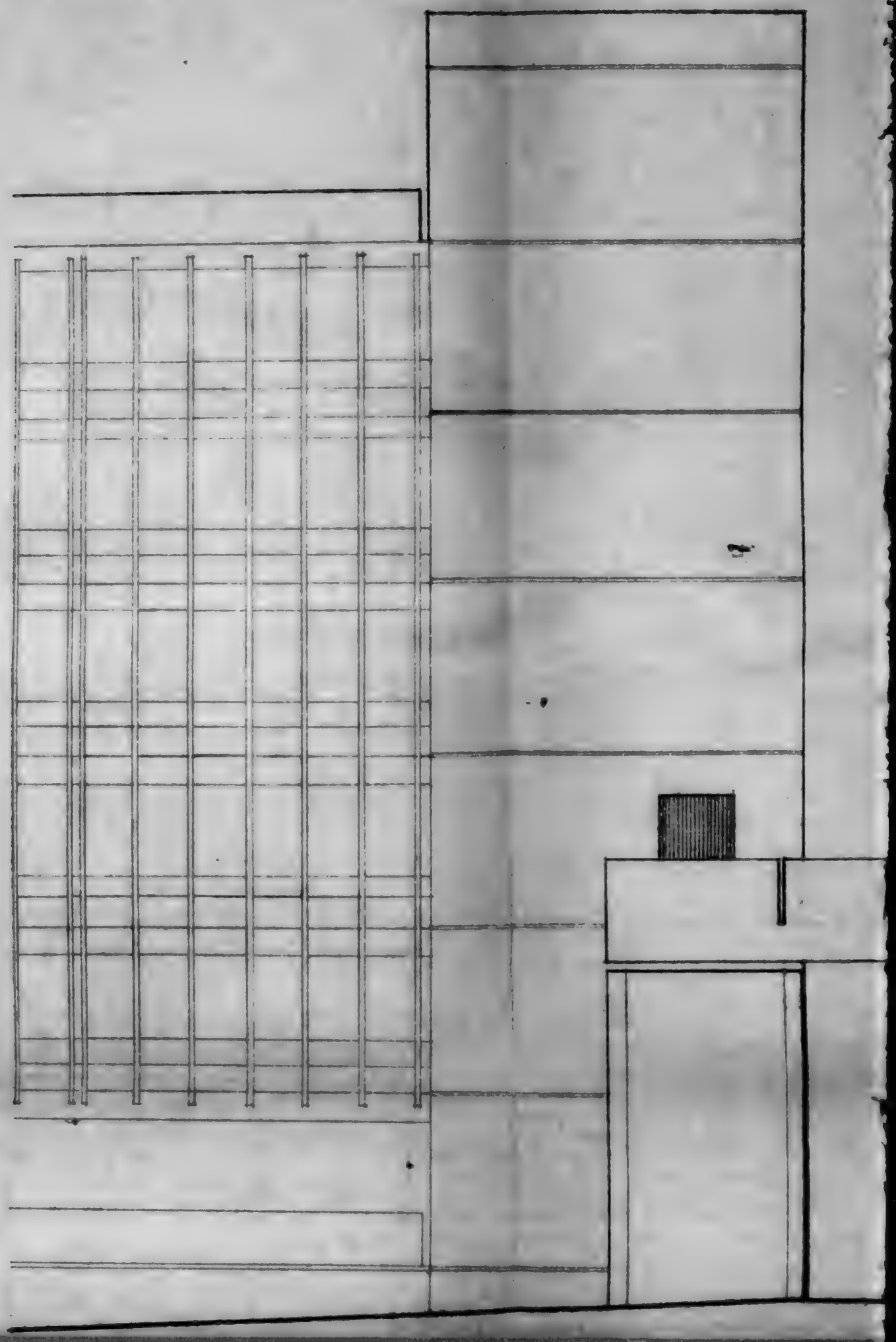
Crandall RD

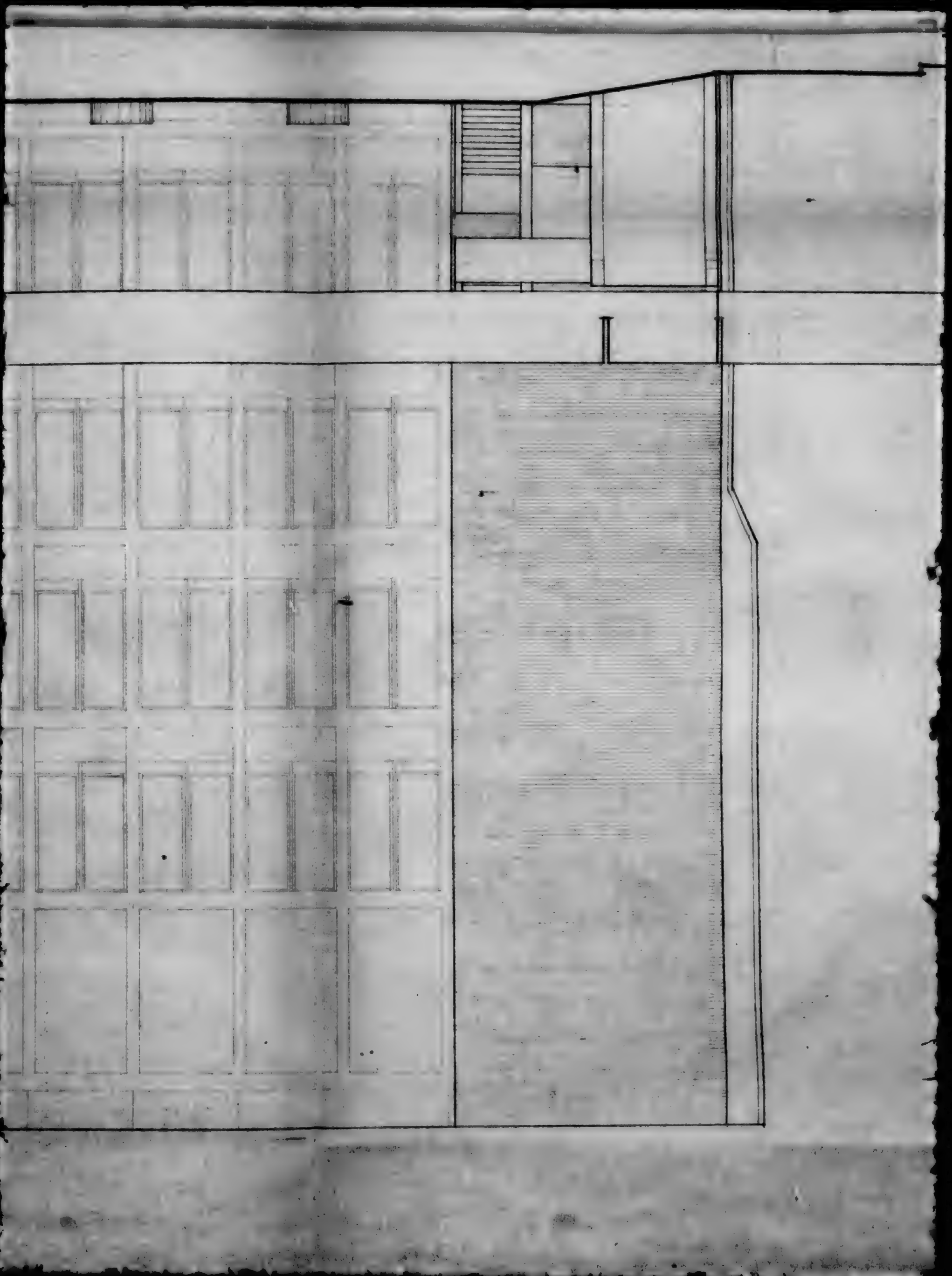
RECEIVED
FEB 23 1966
TRAFFIC ENGINEERING

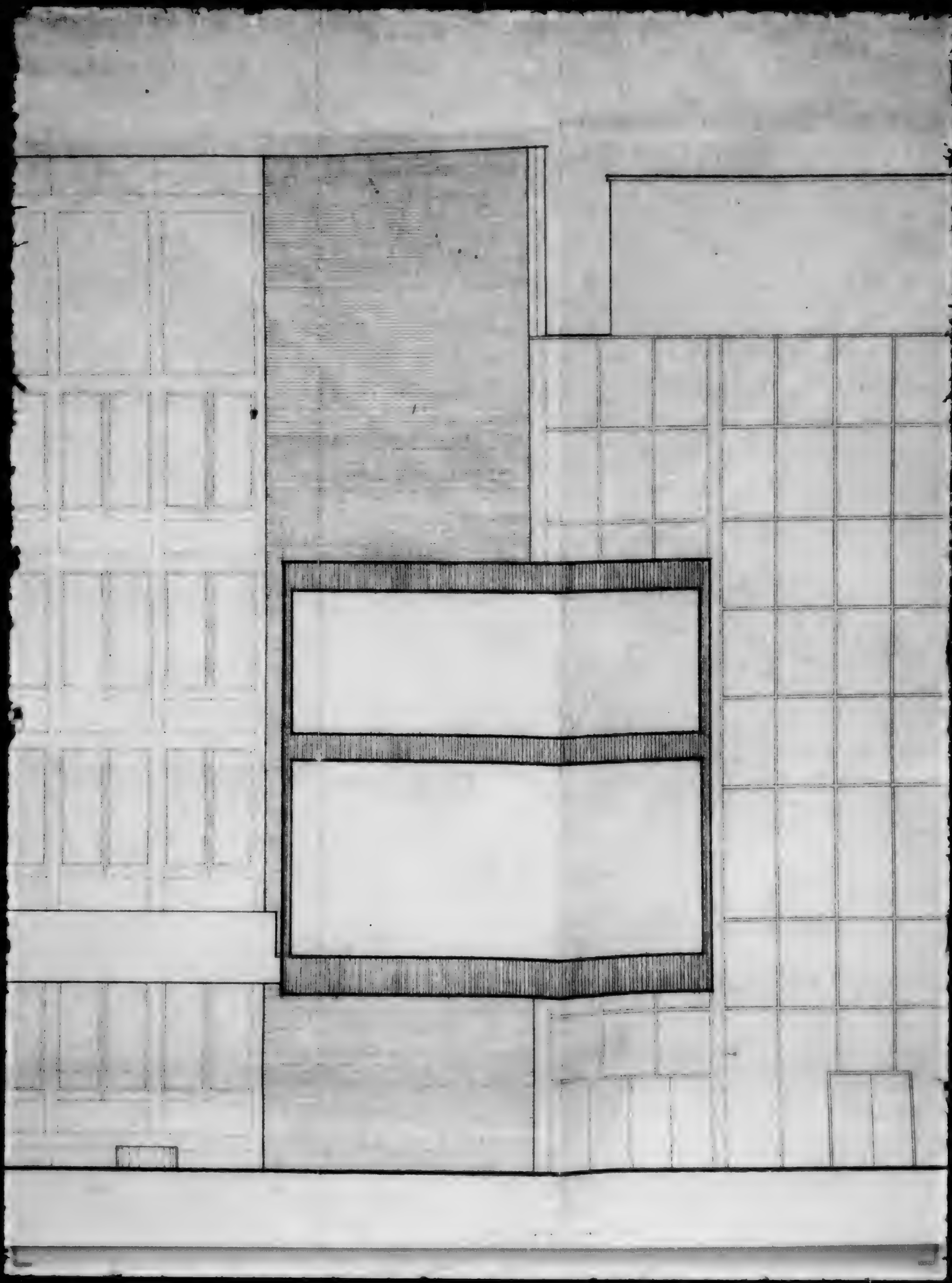
RECEIVED
FEB 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

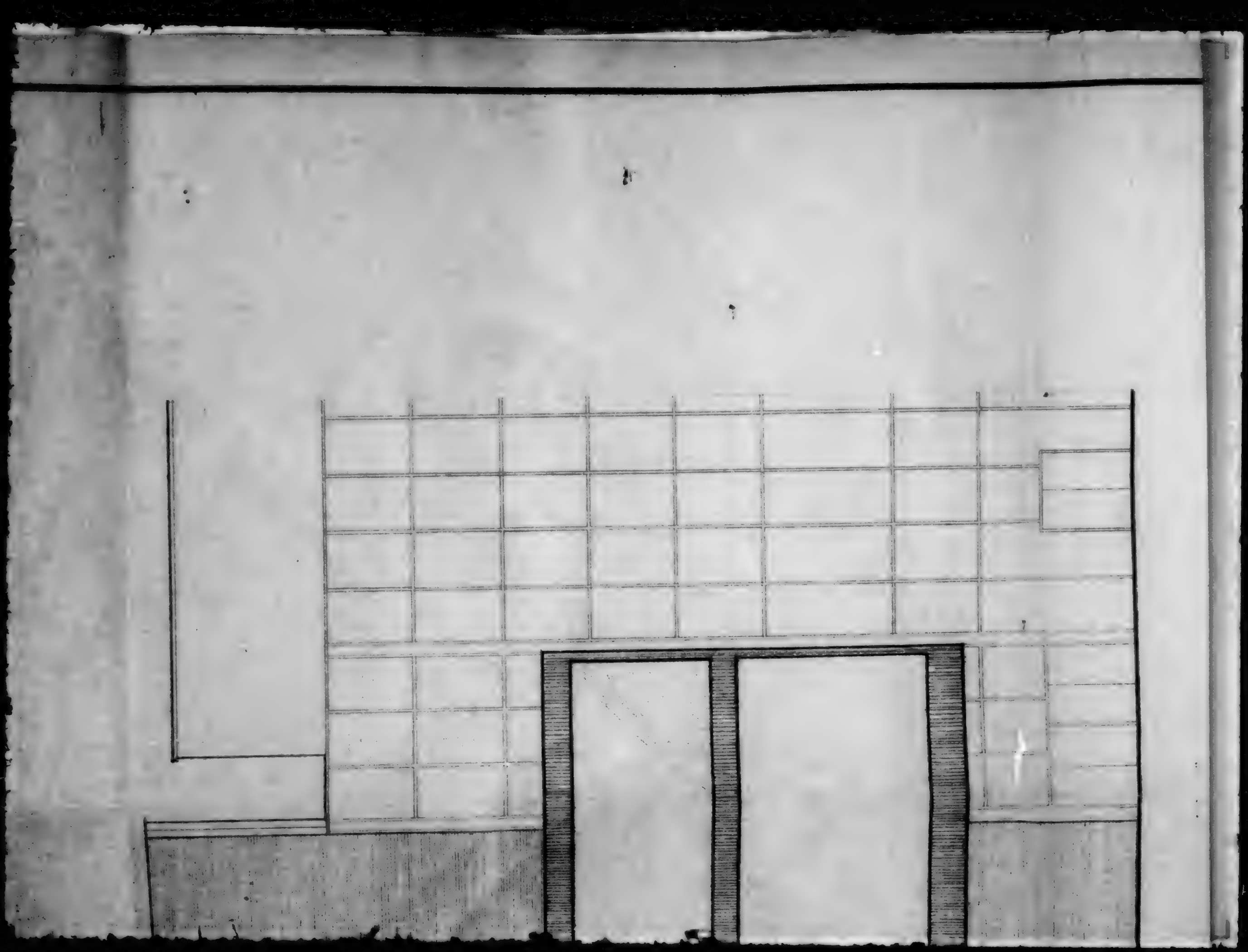
COPY

RECEIVED
FEB 23 1966
OREGON
STATE HIGHWAY COMMISSION









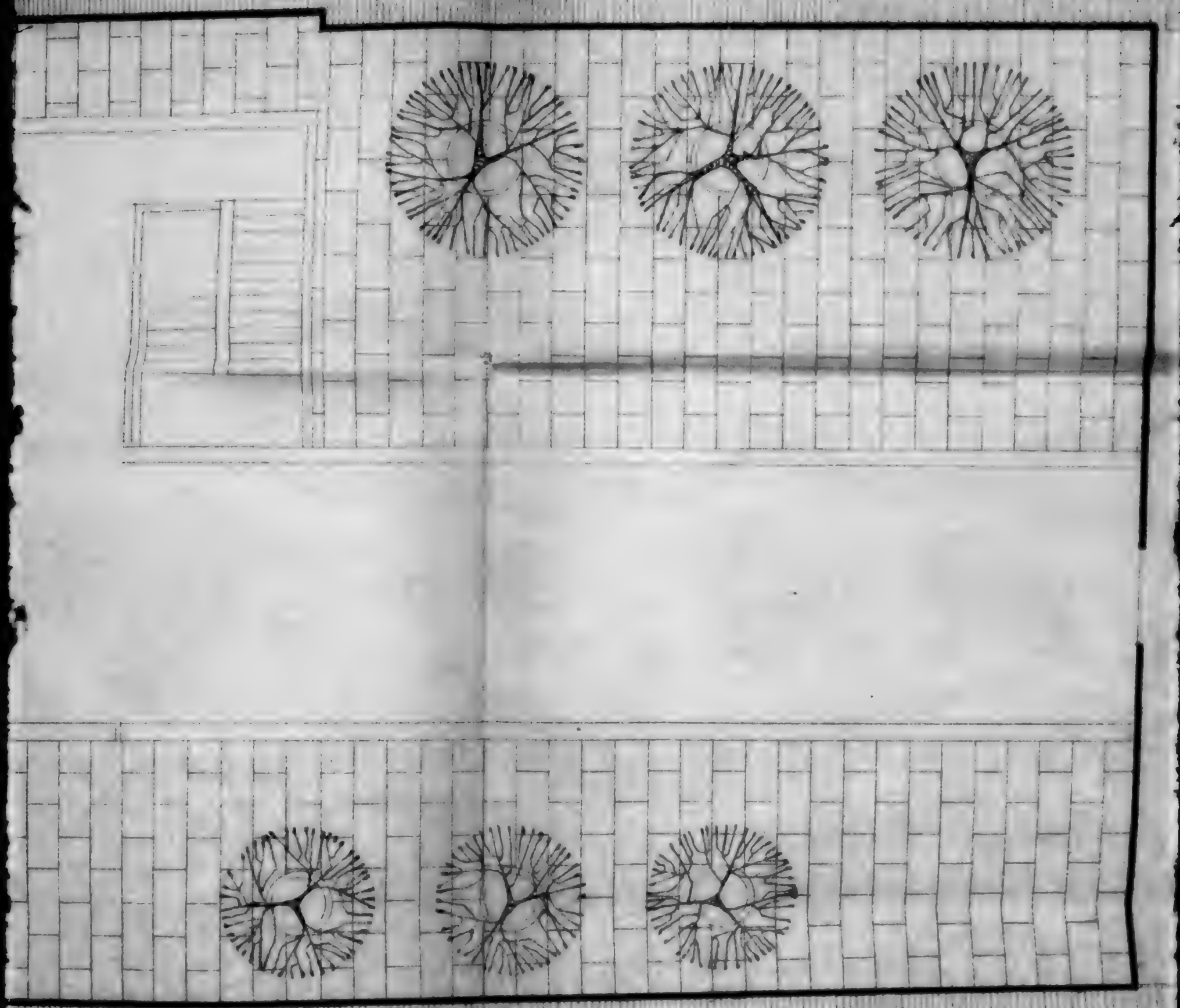
Present Parking Structure

Pedestrian Ov

Harrison St.

estrian Overpass →

↑
Broadway St.



S
N

Wolff · Zimmer · Gunsul · Frasca · A.I.A. · ARCHITECTS

N

RECEIVED
MAR 8 - 1966
FOR FILING

I-405-8(7)302
6577

460K

March 4, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Inspection-in-Depth Report
S.W. Montgomery-S.W. Broadway
Section, Stadium Freeway

Dear Sir:

The findings on various items as related in the Inspection-in-Depth Report attached to your letter of February 7 regarding the S. W. Montgomery-S. W. Broadway Section of the Stadium Freeway have been reviewed and investigated.

Following are our comments as requested regarding the findings:

Item #48 - Selected Backfill

Investigation shows material used for this item was a clean bank sand. Also noted was that bid items 5, 16, 26, 34, 48 and 58 were all Selected Backfill items carrying the same specifications. In addition, it was noted that this material was used in special backfill in drains Item 67 and special deck backfill Item 53. It passed as suitable material for both Items 53 and 67.

As far as the specifications are concerned on Selected Backfill, no specific tests are set up except gradation must be below a 3-inch size and the material shall not ribbon out between the finger and thumb. They do require that material shall be free draining noncohesive and of high permeability.

Prior to the inspection-in-depth, the Engineer had taken gradation tests and sand equivalent tests which would indicate the above qualities. The gradation was good and the sand equivalent values were all above 68. Since the inspection, Liquid Limit tests and Plastic Index tests have been taken which confirmed good material, L.L. being 23 average and P.I. being 0. Our comments on this item is that if anything was to be criticized

it would be that the documentation relating to and including all the items was not at that time completely made and finalized. this will be taken care of.

Items 49-59 - Class "A" Concrete

1. Certification test analysis covering air entraining agent was not on file. Our investigation revealed the agent had been sent to the central laboratory and tested and that their report was received in the Resident Engineer's office the day following the inspection.

2. Regarding the cube mortar test prior to use of air entraining agent. The Engineer has been advised of this and corrective action will be taken.

3. There seems to be some discrepancy regarding actually what was used as a water reducing-retarding agent. Indications are that the material tested was used. The discrepancy appears to be in using the correct trade name.

4. The use of pump concrete was not documented. This appears to be correct. The Engineer has, since the investigation, documented this occurrence and has been advised of the necessity to do so on all items such as this.

Item No. 70 - Plant Mix Stone Base

Pay material receipt tickets not prepared at time the material was placed.

This apparently was due to a contractor's request that the weigh tickets not be given to the truck drivers and also due to small volumes of material being delivered at a given time. Attached is the Engineer's explanation for documentary purposes. This has been discussed with the Engineer in order to work out a possibly better system.

Item No. 106 - Concrete Manholes 6 - 12 feet deep

This evidently stems from the inspection-in-depth at the time in which the monthly estimate showed some 23 holes excavated. Field notes available in the office showed 18. The Engineer states that field notes on all had been taken and that the missing five were in the hands of the inspector or transitman at the time of inspection. This was not considered at all out of line, as often the field crews use these notes for checking purposes.

TESTING FREQUENCIES:

It should be noted here that the field control manual is now in the process of being revised, enlarged and clarified to take care of some items not included previously and clarify others.

The above are our comments on the Inspection-in-Depth Report. You note in the report that it is believed the findings are minor in nature and may not affect the quality of the materials in the project. With this statement we agree.

It may also be stated that the State is making a concerted effort to correct documentary and other phases such as herein related.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young

JHW:bjm srb

Form CB-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Fred Klaboe

DATE: February 7, 1966

In reply refer to: 08-35-DA/439

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(9)302
SW. Montgomery - SW. Broadway Section, Stadium Freeway
Inspection-in-Depth Report

A copy of an inspection-in-depth on the subject project is attached. This inspection, made on October 26 and 27, 1965, covers progress estimating procedure and adequacy of testing records and frequency.

We would appreciate your comments on the points made in the Summary and Recommendations portion of the report. Any revisions in your current procedures that you may make as a result of these findings should be fully discussed.

Enclosure
PR Form 33-D

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Scott
Will
Lindfield
Olson

RECEIVED
FEB 1 . 1966
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

35-65-EID-34

FORM PR-33D (8-64) cc: Region (3 cys) OSHD (Klahoe) Wash DC thru Construction Div Auditor-in-Charge (3 cys) Area Mgr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) [x] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
8	Oregon	I-405-8(9)302

DATE OF INSPECTION	PHASE(S) INSPECTED
10-26 & 27-65	Progress estimating procedure and adequacy of testing records and frequency.

INSPECTION MADE BY	IN COMPANY WITH
M. A. Schell, Area Engineer W. R. Bryant, Assistant Area Engineer	C. C. Pike & C. B. Bassett, BPR Auditors

REPORT PREPARED BY
W. R. Bryant, Assistant Area Engineer

PROJECT INCLUDES:

[ ] GRADING AND [x] DRAINAGE [x] BASE [x] PAVING [x] MAJOR STRUCTURES [x] OTHER (Specify) Signing & Illumination

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Donald M. Drake Company 1600 N. W. Savier Street Portland, Oregon	$2,544,213.40
	PROJECT STATUS (Percent complete) 38%

LOCATION

The beginning of the project is located between SW. Market Street and SW. Montgomery Street and extends south 0.55 miles to a connection with the west end of project I-405-8(5)301 at SW. Broadway Avenue.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

SW. MONTGOMERY - SW. BROADWAY SECTION
STADIUM FREEWAY

Statement of Findings and Recommendations

The following is a brief discussion of the findings and recommendations covering those bid items indicated. A more detailed discussion of the findings will be covered under body of report.

USCOMM-DC 9221-P64

Item No. 48 - Selected Backfill

Findings: Gradation (other than gradation tests performed on material furnished under bid Item 58), permeability, and cohesion tests were not being performed on material furnished under this item.

Recommendation: Samples of the material should be submitted to the central laboratory to make certain the material is acceptable and does comply with all specification requirements.

Item No. 49-59, Class "A" Concrete

Findings: The sampling, testing, and control of concrete and concrete admixtures were not in accordance with all the specification requirements for the following reasons:

1. The certified test analysis covering air-entraining agent was not on file.

2. The mortar cube test was not obtained prior to use of the air-entraining agent.

3. The water reducing-retarding agent actually used was different from that indicated on the test reports.

4. The use of pump concrete was not documented in the project records.

Recommendations: Steps should be taken to insure compliance with the specifications in regard to certified test analysis for air-entraining agents and the mortar cube test or the elimination of these tests from the specifications on projects where they are considered unnecessary.

Steps should be taken to insure that test reports reflect the admixtures used in concrete mixes.

A procedure should be established to insure that all necessary test reports and materials certification have been received prior to the use of the material involved.

Authorization for the use of pump concrete should be fully documented and made a part of the official project records in order to prevent any claim.

(more)

Item No. 70, Plant Mix Stone Base

Findings: The pay weight tickets were not prepared at the time material was placed.
Recommendations: Steps should be taken to insure that the existing approved procedures for the preparation and validation of material receipt tickets are followed. Consideration might be given to the adoption and use of a material receipt form prepared in triplicate by the weighman and validated by the streetman instead of the two-separate-ticket system now used.

Item No. 108, Concrete Manholes 6 to 12 Feet Deep

Findings: No field notes were on file covering five manholes paid for on progress estimates.
Recommendations: It was suggested that steps be taken to measure and properly document the dimensions of the manholes in question. This was done.

Testing Frequency

Findings: The testing frequency of most items of work covered by this inspection is considered adequate. The instruction manuals furnished the field personnel were reviewed and found to be somewhat vague in regard to the minimum sampling and testing frequency requirements for some items of work.
Recommendations: Adequate job control sampling and testing is a requirement on all materials used on all projects. While the extent of testing is usually covered in the specifications, the required sampling and testing frequency is covered only in these instructional manuals. It is suggested, therefore, that a more comprehensive list of minimum sampling and testing frequency requirements be compiled and issued to field personnel responsible for job control in order to relieve any doubt as to what the minimum testing requirements are for each material.

Scope of Inspection

This inspection was performed in conjunction with an "On Site Review" by two Public Roads auditors. The inspection was conducted to cover, but was not limited to, the following:

1. A thorough check into the State's procedure and results obtained in estimating progress pay items.

2. A check to see if progress estimate data are properly documented in the project records.

3. An investigation made to determine if a new over-all estimate is made for each progress estimate rather than adding on an estimate of work completed during succeeding periods.

(more)

4. An examination of test reports to determine whether all materials incorporated into the work are covered by adequate tests.

5. A check to ascertain if the frequency of sampling and testing is reasonable and in accordance with the State's schedule of minimum test requirements.

Only those bid items listed below were covered by this inspection. Those items marked by an asterisk were found to be deficient in regard to one or more of the above conditions and were briefly discussed under "Statement of Findings and Recommendations". All other items were found to be in substantial conformity with approved procedures and further discussion is considered unnecessary.

		Testing Frequency	
Item No.	Item	Minimum Required	Actual
035	Furnish Treated Timber Piling	**Not Specified	1/shipment
036	Drive Timber Piles	NA	NA
046	Structural Excavation	NA	NA
*048	Selected Backfill	***Not Specified	1/400 CY (gradation) 1/200 CY (compaction)
*049	Class "A" Concrete (Unit Basis)	Not Specified	1 set cyls / 470 CY
	Cement	1/500 Bbls.	1/500 Bbls.
	Aggregate Gradation	**** 1/month	1/month
	Admixtures	See Findings under Item No. 49 and No. 59	
057	Trench Excavation	NA	NA

(more)

*059	Class "A" Concrete (All required)	See Item 49	1 set cylb./ 200 C. Y.
063	General Excavation	EA	EA
*070	Plant Mix Base Base	1/500-1000 Tons	1/200 Tons
075	Class "B" Asphalt Concrete Gradation and Asphalt Extract	1/1000 Tons or 1/day	1/200 Tons
	Liquid Asphalt(Commercial plant)	1/job storage tank	1/20 Tons
082	12 inch Plain Concrete Storm Sewer Pipe	***Not Specified	1/shipment
100	24 inch Reinforcement Concrete San. Sewer Pipe	***Not Specified	1/shipment
*103	Concrete Manholes 6-12 feet deep	***Not Specified	1/shipment
802F	Flagging and Signing	EA	EA

* To be tested by the central testing laboratory
** Not covered in instructional manuals
*** By oral agreement

(more)

BODY OF REPORT

A more detailed discussion of the findings, covered briefly under Statement of Findings and Recommendations, is outlined below. While these findings are considered minor in nature, and may or may not substantially affect the quality of work performed or material incorporated into the project, it is felt that necessary corrective steps should be taken in order that full compliance with approved specifications and requirements are obtained on this and future projects.

Item 48 - Selected Backfill

Project records indicate that to date there have been no tests performed on material furnished under this item. There have been, however, five field control gradation tests performed on material from the same source (Pacific Builder Material) used as selected backfill for Item No. 58. While these five tests indicate the material does comply with the gradation requirements of the specifications, there have been no tests performed or samples submitted to the central laboratory to make certain the material is non-cohesive, free-draining, and of high permeability, as required by Article 106-2.3 of the Special Provisions. No specified testing frequency is required, and this could be a contributing factor as to why no tests were taken.

Items Nos. 49 and 59, Class "A" Concrete

The sampling, testing, and control of concrete and concrete admixtures were considered to be somewhat less than adequate for the following reasons:

1. The certified test analysis report to be furnished by the contractor covering the air entraining admixture (Vinsol Resin) was not on file, as required by Article 404-2.3 of the Special Provisions.

2. The mortar cube test, as required by paragraph 3(b), Article 404-2.3 of the Special Provisions, was not obtained prior to use of the air entraining agent on the project.

3. Laboratory reports indicate that "Pozzolith" was used as a water reducing and retarding admixture, while according to project personnel "Zeecon" was the admixture actually used. There was on file a test report covering "Zeecon" but none covering "Pozzolith".

(more)

4. The placement of concrete by pumping was orally permitted at the contractor's request under the provision that a water-reducing admixture be used in the mix and that 6.5 sacks of cement per cubic yard (this requirement was later rescinded) instead of the specified 6.3 sacks per cubic yard be used. All additional costs are to be at the contractor's expense. This information was obtained from the Resident Engineer and no written record was available.

Item No. 70, Plant Mix Stone Base

Examination of records and discussions with project personnel disclosed that standard procedures for preparation of Material Receipt Tickets were not being strictly followed. The original weight memos, Forms E-82, were collected from the driver, placed in a bundle and the job location noted on the top ticket. The weight tickets, Forms E-156 (used instead of Material Receipt Form E-10), which are the basis for payment to the contractor, were prepared at the end of the shift or some later date. The placement location data were subsequently lost on some forms upon separation of the bundles. On this project, the location placed is quite important, since payment under this bid item is for only that material placed in the permanent roadway, whereas payment for material placed in temporary detours is on a lump sum basis under bid item no. 1. In this case, however, the placement location could be determined by cross-checking with the inspector's diaries.

Item No. 108, Concrete Manholes 6 to 12 Feet Deep

Field notes supporting quantities paid for on progress estimates were incomplete. Quantities paid for to date as per progress estimate no. 5 were 23, whereas field notes supported only 18. Further inquiry disclosed that 10 manholes were installed on a city sewer line for which detailed inspection notes were not kept or were lost. It is assumed that 5 of these manholes were 6 - 12 feet deep and 5 were over 17 feet deep, since this is the difference between the quantities paid for and the quantities covered by field notes.

Testing Frequency

The "Manual of Instructions" and "Field Job Control Manual of Instructions" issued to field personnel were reviewed and found to be somewhat incomplete and vague in regard to the required minimum frequency of sampling and testing of some materials. For example, the minimum sampling and testing frequency for

(more)

Item No. 48, Selected Backfill, and Items 49 and 59, Class A Concrete, are not covered by these manuals. The "Manual of Instructions" compiled by the Construction Division states that items such as asphalt, metal pipe, concrete pipe, steel paint, treated timbers, guardrail, and light posts will be tested by the Central Testing Laboratory, with no reference as to the required minimum frequency of testing. As a result it appears the Resident Engineer, who is directly responsible for all materials going into a project, is not provided with adequate information in regard to the required frequency of testing.

MISCELLANEOUS INFORMATION

General Project Description

The major items of work on this project involve 506,000 cubic yards of general excavation, 16,200 square yards of 8-inch continuously reinforced concrete pavement, 5200 cubic yards of Class "A" Concrete in 20 retaining walls, 7675 cubic yards of Class "A" Concrete in 5 structures, and other minor items of work.

Project Status

The percentage complete of the major items of work at the time of the inspection were as follows:

Clearing	Complete
Grading	88% complete
Drainage	45%
Structures	35%

Project Personnel

The Resident Engineers on this job have several years experience with the State Highway Department. The Resident Engineers (Mr. J. Wilson, Bridge Resident Engineer, and Mr. Maltby, Grading Resident Engineer), as well as the other key personnel assigned to the project, appear to be conscientious individuals and demonstrated a good understanding of approved project procedures, as well as the AASHO Informational Guide on Project Procedures. The project appears to be adequately staffed, supervised, controlled, and directed.

Time Required for the Inspection

Field Inspection	36 manhours
Travel	12 manhours
Write-up	8 manhours
Total	56 manhours

Routing

2 Morgan
Decker
1 Pond
Barbee
3 Walker
Clann
4 Swan

From E

Merelock
Trout
Scott
Will
Litchfield
Olson

RECEIVED
FEB 17 1966
CONSTRUCTION
DIVISION

Portland, Oregon 97213
December 3, 1965

MEMO TO THE FILES

S. W. Montgomery-S. W. Broadway
Stadium Freeway
Contract: 6577

During a recent inspection in depth by Mr. H. A. Schell, Bureau of Public Roads Area Engineer, a method of handling material receipts for rock and asphaltic concrete mix was questioned. This Memo is written in an effort to clear up the two points in question.

(1) The type of material receipt used for pay records:

There are two types of material receipts used for pay records—the weigh receipt and material receipt. This office has used the standard weigh receipt for all rock and asphaltic concrete mix purchased by weight. This has allowed a complete cross reference in weigh tickets and pay receipts. The material receipt has been used for all material purchased by full or truck measure. Mr. Schell and the auditors questioned the use of the weigh receipt, indicating this ticket had been discontinued. After conferring with the contract payment section, it was found the weigh receipt is not commonly used any more. We have discontinued use of the weigh receipt in order to standardize with other areas.

(2) The method of submitting the material receipt to the contractor:

The instructions contained in the receipt books state a fully complete and signed material receipt ticket is to be presented to each truck driver as he delivers his load. This system has not been followed at the request of the contractors. They have requested our field inspectors and checkers to hold all of the pay tickets to the end of each shift. These are to be presented to the foreman or superintendent at the end of

each shift, along with the weigh load or haul summary for that period. This is done for several reasons:

A. It removes the element of lost pay receipts by truck operators.

B. It allows checkers and weighmen to review and cross-check all tickets for that period.

C. It tends to eliminate delays at delivery points.

D. It removes confusion between checkers, inspectors, truck drivers and contractor's field men.

Normally, material receipts are made out at the time the material is delivered to the site. Occasionally, when material is being delivered in small intermittent quantities, the weigh tickets are picked up at periodic times during the shift by the field inspectors who complete the final pay receipts.

Any loss of the weigh tickets is the responsibility of the contractor. No pay receipts are made without supporting weigh tickets.

William E. Maltby
William E. Maltby
Resident Engineer

WEM:sh

cc Mr. F. D. Morgan
Mr. H. A. Scholl,
Bureau of Public Roads

RECEIVED
MAR 3 - 1966
FOR FILING
I-405-8(9)302
6511

448 K
448 A

February 24, 1966

Mr. Stephen N. Sunberg
310 Montana Building
Great Falls, Montana

Dear Mr. Sunberg:

Re: Montgomery-Broadway Section
Stadium Freeway
Multnomah County

This is to acknowledge your letter of February 2 concerning possible purchase of State-owned land near S. W. 12th and College Streets in the city of Portland.

According to our present plans, there will be no excess property as described in your letter and our fence will be placed on the right-of-way line. If excess property eventually does result after completion of this section of freeway, it will be studied to see what parcels, if any, may be disposed of. You may then have the opportunity to bid on them.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
W. H. Haskin (Enc.)

DNS:jp srb

RECEIVED
MAR 3 - 1966
FOR FILING

I-405-8(9)302

6-17

448K
448A

February 24, 1966

Mr. Stephen M. Sussberg
310 Montana Building
Great Falls, Montana

Dear Mr. Sussberg:

Re: Montgomery-Broadway Section
Stadium Freeway
Multnomah County

This is to acknowledge your letter of February 2 concerning possible purchase of State-owned land near S. W. 12th and College Streets in the city of Portland.

According to our present plans, there will be no excess property as described in your letter and our fence will be placed on the right-of-way line. If excess property eventually does result after completion of this section of freeway, it will be studied to see what parcels, if any, may be disposed of. You may then have the opportunity to bid on them.

Very truly yours,

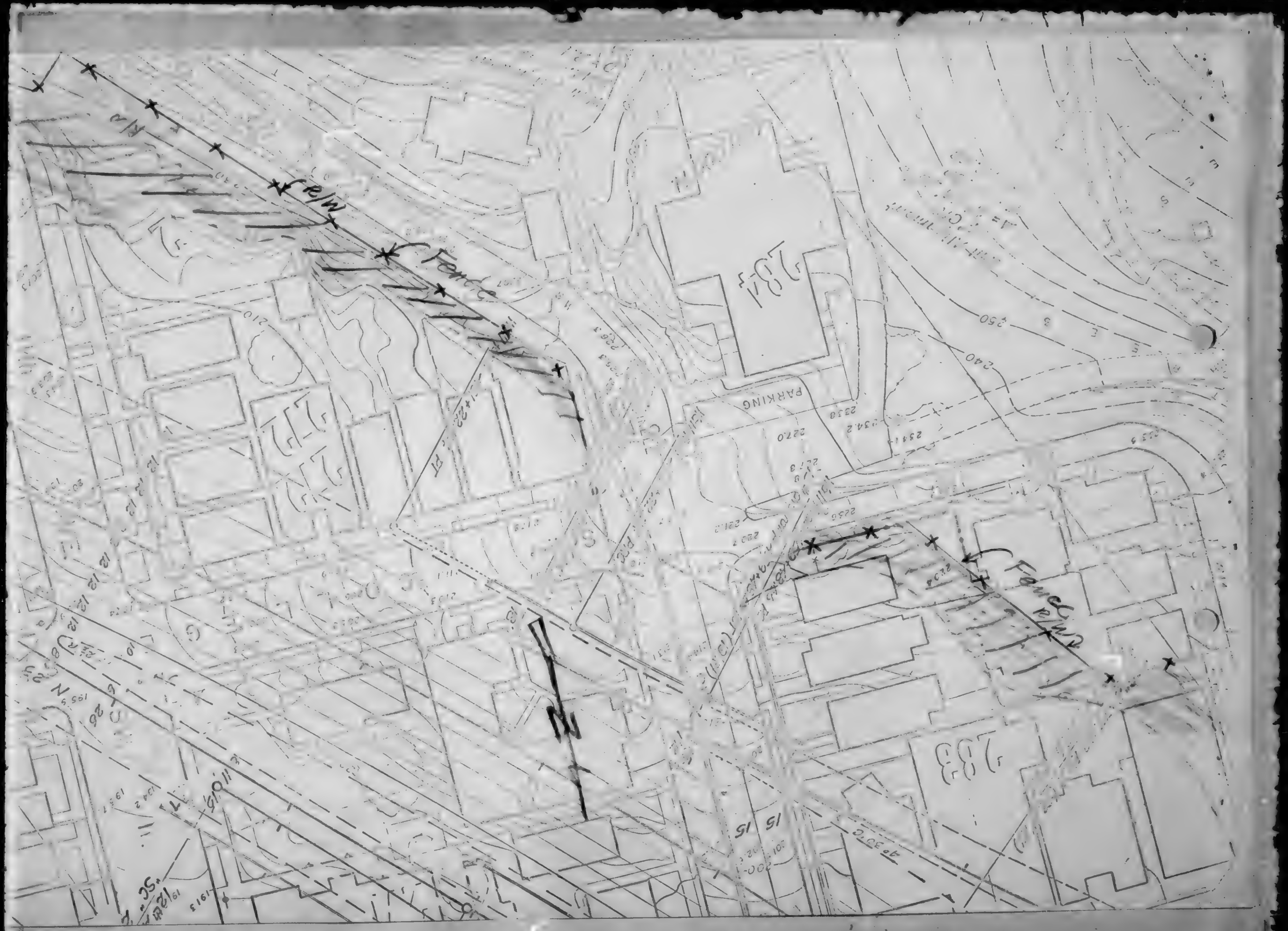
Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
W. H. Haskin (Enc.)

DNS:jp srb


Fence
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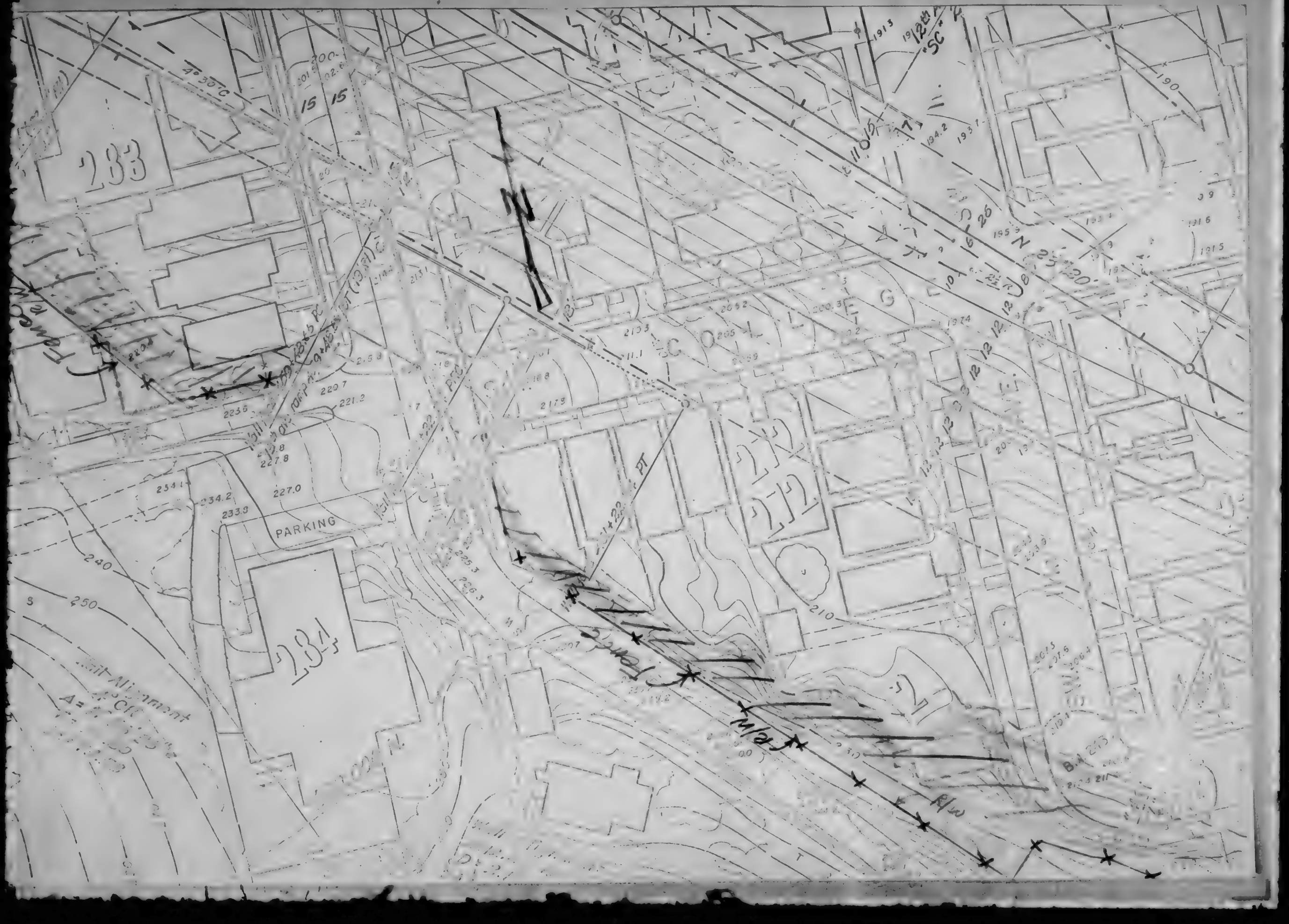
PARKING
250
240
PARKING


PARKING
Tower
Wall Alignment

Stephen M. Swanberg
Attorney at Law
310 Montana Building
Great Falls, Montana
Telephone 453-9281
P. O. Box 1252

Routing

RECEIVED
FEB 2 1966
CONSTRUCTION
DIVISION

February 2, 1966

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Re: Cardinell View Apartments, SW 12th & College St. Portland

Dear Mr. Cooper:

Your name was given me by Mr. Lueddeman of Portland who is a tenant in Cardinell View Apartments which I own with reference to the possibility of securing additional parking around our building upon the completion of the freeway. Last week I talked personally with Mr. Haskins and advised him that if any of the land was going to be offered for sale that we would like an opprtunity to bid upon it. Briefly our situation is that we have 56 units for rent with about 24 parking stalls on our property. When the building was constructed the tenants could make use of College Street as well as 12th but as you know this is no longer possible and as a result we have a real problem. The State was very generous with us this spring when around 7 stalls immediately across from our building adjoining Cardinell drive was black topped and made available for our tenants and after surveying the situation I believe we might be able to get by if we could in some way secure additional frontage on Cardinell drive in a southerly direction. This land drops off sharply the farther up one goes but I believe it might be filled and be suitable for parking. As i Understand the fence bordering the freeway will be farther down the slope so the area would be useless for anything except parking.

We are also interested in the area directly to the north of the intersection across College if it will be available.

I have been given to understand that nothing can be done until the freeway is completed but I wanted to assure you of our interest in the matter and trust you will remember us when the time comes to make a decision.

REFERRED TO
Olson
Asst. Const. Engr.
RECEIVED
FEB 7 1966
OREGON
STATE HIGHWAY COMMISSION

R/D sent to Wolfe 2/11/66. aad.

RECEIVED
FEB 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours

Barker

K 1660 - Hi 130 mp

STATE COPY

Form B-301—66

I 405-8(9) 302

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

(APPROVED)
Contin[illegible] application of
pr[illegible]
FEB 23 1966
[illegible] work.
U.S. Bureau of Public Roads

Project Name S. W. Montgomery—S. W. Broadway Date February 14, 1966

Highway Stadium Freeway Contract No. 6577

County Multnomah Prefix 626-1042

Contractor Donald M. Drake Company F. A. Project No. I-405-8(9)302

Address 1600 N. W. Savier Street, Portland, Oregon Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Prepare, replace and refinish deck surface in area of removed concrete island on S. W. Front Ave. O'xing of Stadium Freeway as directed by Engineer.
Maximum equipment rates allowable per AGC—State Agreement..
Percent allowed contractor is in accordance with executed agreement for project.

Location by station numbers:

S. W. Front Avenue O'xing of Stadium Freeway

Estimate of quantities and cost:

Labor	$1,000.00
Material	750.00
Equipment	250.00
TOTAL	$2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Island was removed to improve traffic flow on northbound Front Ave. Island was removed under Contract 6331, but resurfacing was not done due to inclement weather conditions. This work order covers the cost of resurfacing the deck in the original island area. Due to the conditions and type of work, the Extra Work method is the most equitable method of completing the work. Work under the original work order is being deleted from Contract 6331.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,908,365.07
Present estimate of project cost, including $2,000.00 for work under this order	$2,821,800.17
Expected under-run amount	$ 86,564.90
Expected under-run per cent	-2.8%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Maltby
W. E. Maltby, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Asst. Bridge Engineer

Approval Recommended: /s/ A. V. Benedict
Asst. Division Engineer

Approved /s/ L. H. Young
Office Engineer.

State Printing

Maurice 3-4-66

FORM E-123X DOM 2-65
RECEIVED
JAN 27 1966
FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
I-405-8(9)302
6517

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: S. W. Montgomery-S. W. Broadway
Stadium Freeway
Contract: 6577

Dear Sir:

Herewith a print each of a portion of two plan sheets on the Broadway-Ross Island Bridge Section. One shows, in red, a sidewalk which was removed between Broadway and 6th, and the other shows, also in red, a proposed replacement for the aforementioned sidewalk. This was not included in the original construction plans due to an oversight.

Your approval of this with Interstate funds is requested and will be included in the Montgomery-Broadway Section.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan

F. D. Morgan
Construction Engineer

Attach
DNS:jp
cc: F. B. Klaboe

RECEIVED
JAN 27 1966
OFFICE
STATE HIGHWAY ENGINEER

PROJECT J-405-8(5)301

Exist. Reservoir Walls (Partially Removed)
Remove Remainder as Directed

"FG" LINE

"BF" LINE

"F" LINE

"C" LINE

"A" LINE

"B" LINE

"D" LINE

"E" LINE

"G" LINE

"H" LINE

"I" LINE

"J" LINE

480

475

SW. 5th AVE.

SW. LINCOLN

SW. JACKSON ST.

6th AVE. LINE

SW BROADWAY

SEC 4

S.W. JACKSON

Const. 6.5' P.C.C. Walk

Const. Type 'C' Conc. Island

Const. 6' Chain Link Fence

Const. Type 'C' Curb

Const. P.C.C. Surfacing, Thkn. 4"

Const. Guard Rail-50'

Const. Type 'C' Conc. Walk

Const. Type 'C' Curb

S.W. 5th AVE.

Const. Guard Rail-50'

Inst. 4' Gate

Const. Type 'C' Conc. Island

Const. 6' Chain Link Fence

Const. Guard Rail-50'

+33.11

Future Type 'C' Curb

16th AVE. LINE

'FS' LINE

'SF' LINE

Const. Type 'C' Conc. Island

Const. 7.5' P.C.C. Walk

Const. 6' Chain Link Fence

Const. Type 'C' Curb

Const. Type 'C' Conc. Island

Const. Type 2 Barricade- 87.5' (New), 75' (Salv.)

477+00 Begin Paving

Const. Type 'C' Curb

Const. Guard Rail-37.5'

Future Type 'C' Curb

Const. P.C.C. Surface Thkn. 4"

Const. Type 'C' Conc. Island

Const. 6' Chain Link Fence

Const. Type 2 Barricade-25'

Const. 7.5' P.C.C. Walk

'FB' LINE

'BF' LINE

Const. Type 'C' Curb

Const. Guard Rail-137.5'

'FG' LINE

Const. 6' Chain Link Fence

Const. Guard Rail-425'

Const. Type 'C' Curb

Wall Nos. 9235, 9236 & 9237
Sta. 472+50 to 473+64.71 Rt.
474+48.25 to 474+67.32 Rt.
475+30.86 to 477+90 Rt.
Const. Conc. Retaining Wall
Class 'A' Conc. 685 C.Y.
Metal Reinf. 87,562 Lb.
Str. Exc. 4194 C.Y.
Spec. Wall Fill Mt'l. 1645 C.Y.
Dwg. No. 19062, 19063

Const. Type 'C' Curb

Const. Type 'C' Curb (By Others)

Prop'd Additional Walks

Wall No. 9238
Sta. 'FG' 474+99.27 to 'BF' 478+30.67
Const. Conc. Retaining Wall
Class 'A' Conc. 983 C.Y.
Metal Reinf. 143,620 Lb.
Str. Exc. 6020 C.Y.
Spec. Wall Fill Mt'l. 2290 C.Y.
Dwg. No. 19064

Const. 6th Ave. Undercrossing Str.
Roadway Width-Var. 40' Normal
Dwg. Nos. 19001 to 19018 incl., B-26, 14660 & 18657

Const. 5th Ave. Undercrossing Structure
Roadway Width-40'
Dwg. Nos. 19021 to 19034 incl., B-26, 14660 & 18657

Const. 'FL' Line Undercrossing Structure
Roadway Width-22'
Dwg. Nos. 18906 to 18914 incl., B-26, 14660 & 18657

Const. Type 'C' Island

Const. 4.5' P.C.C. Walk

Const. Type 'C' Curb

Const. Undercrossing Structure
Roadway Width-22'
Dwg. Nos. 18866 to 18874 incl., B-26, 14660 & 18657

For Alignment, R/W, Extg. Utilities, See Sheet 3
For Drainage Plan, See Sheet 3 B
For Removal Plan, See Sheet 3 C
For Detour Plan, See Sheet 3 D
For 'L' & 'FB' Line Profiles, See Sheet 3E
For 'FG' & 'BF' Line Profiles, See Sheet 3F
For 6th, 'FS' & 'SF' Line Profiles, See Sheet 3G
For 'FK' & 'FL' Line Profiles, See Sheet 3H
For Detour Profiles, See Sheets 3G, 3H, & 4G
For Sewer Profiles, See Sheets 3J & 3K

RECEIVED
JAN 13 1966

FOR FILING
I-405-8(9)302

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

JAN 5 1966
U.S. Bureau of Public Roads

B.H. Brooks
Division Engineer

Project Name S. W. Montgomery – S. W. Broadway
Highway Stadium Freeway
County Multnomah
Contractor Donald M. Drake Co.
Address 1600 N. W. Savier Street

Date December 15, 1965
Contract No. 6577
Prefix 626-1042
F. A. Project No. I-405-8(9)302
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install support structure for added Sign #8 including illumination equipment, anchorage assembly in the bottom of 12th Ave. structure, and one coat of aluminum paint. Applicable plan Drawings Nos. 21003, 21004 & S-392.

1. Maximum equipment rates allowable as per State AGC Agreement.
2. Percentage allowed Contractor is in accordance with executed contract for this job.

Location by station numbers:

"L" 458+90

Estimate of quantities and cost:

Labor	$ 750.00
Material	2,050.00
Equipment	250.00
	$3,050.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Sign No. 8 was added after the above contract was awarded and no bid items exist that can be extended to cover this work. It was necessary to install a portion of the conduit in Btnt no. 5 column which has been poured. This addition should have no effect on the completion data set up in the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2908,365.07	
Present estimate of project cost, including $3,050.00 for work under this order	$2804,344.61	
Expected under-run ~~over-run~~ amount	$104,020.46	
Expected under-run ~~over-run~~ per cent	3.58	

Submitted by: /s/ J. X. Wilson
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Assistant Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer ~~or Assistant State Highway Engineer~~ or Office Engineer.

State Printing young 1-13-66

FORM E-123X SOM 2-65

RECEIVED
OCT 25 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-405-8(9)302

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 21, 1965

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. E. Robertson

Re: Installation of Conduits on Structures
S.W. Montgomery-S.W. Broadway Section
Stadium Freeway - Multnomah County
Project No. I-405-8(9)302 - Contract No. 6577

Gentlemen:

This is to acknowledge the receipt of your check in the amount of $2,246.40 for the installation of utility conduits on structure as detailed in our letter of September 28, 1965 concerning this subject.

This check has been sent to our Accounting Division for processing.

Please contact our contractor, Donald M. Drake Company, and arrange with him for the installation and inspection of these conduits.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: Tom Edwards
I. D. Merchant
C. H. Maison (w/PGE check)
L. H. Young
A. E. Johnson
J. X. Wilson
Jack Hesla

RECEIVED
OCT 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS 1965
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD CUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 28, 1965

DONALD A. DRAKE COMPANY
1600 N. W. Saylor Street
Portland, Oregon

re: S. W. Montgomery Street - West
Marquam Interchange
Contracts: 6561 & 6577

Gentlemen:

We have received a letter from Tonkon & Calon complaining about alleged damage to property of Mrs. Cussin Kamin, who owns property at 730 S. W. Jackson Street. The back of this property is adjacent to the "SP" line between Ninth Avenue and Broadway, so damage may have been caused under either of your present contracts.

I called Mr. Calon of the attorney firm, to ascertain the nature of damage and he suggested that you have your Duroby contact him in the matter. I am attaching a copy of Tonkon & Calon's letter to our Salem office.

Please give this your prompt attention.

Very truly yours,

H. B. Johnson
Metropolitan Engineer

By

ORIGINAL SIGNED BY A. V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

Enclosure

cc Mr. D. J. Barbee
Mr. E. F. Lyons
Mr. William Malloy

RECEIVED
SEP 29 1965
CONSTRUCTION
DIVISION

Routing
Morgan
Docker
Bono
Barbee
Walker
Glenn
Swan
Pence
Morelock
Trout
Scott
Wills
Litchfield
Olson

TONKON & GALEN
ATTORNEYS AT LAW
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204

MOE M. TONKON
MORRIS J. GALEN
DANIEL H. COLEMAN

TELEPHONE 228-7481
AREA CODE 503

1965
SEP 16 65

September 13, 1965

REFERRED TO
Admin
BY DEPUTY STATE HIGHWAY ENGINEER

REFERRED TO
KLABOE
BY DEPUTY STATE HIGHWAY ENGINEER
cc Rohde

State Highway Commission
State of Oregon

Salem, Oregon

Gentlemen:

We are attorneys for Mrs. Gussie Kamin, who owns the real property at 730 S. W. Jackson Street, Portland, Oregon.

Mrs. Kamin has informed us that her property has been substantially damaged as a result of the construction activity on the freeway adjacent to her property. The full extent of her damages has not yet been determined.

Will you kindly contact us or have the general contractor who is responsible for such damages contact us to see if this matter might be amicably resolved.

Yours very truly,

MORRIS J. GALEN

MJG:d

Routing
Docker
Bond
Barboe
Walker
Glenn
Swan
Peaso
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 14 1965
CONSTRUCTION
DIVISION

RECEIVED
SEP 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 14 1965
OREGON
STATE HIGHWAY COMMISSION

Copy to Rohde
9-16-65

RECEIVED
OCT 1 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH D. FRIESLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-405-8(9)302

6577

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 28, 1965

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. E. Robertson

Re: Installation of Conduits on Structures
S. W. Montgomery-S. W. Broadway Section
Stadium Freeway - Multnomah County
Project No. I-405-8(9)302 - Contract No. 6577

Gentlemen:

The following is a list of lump sum bids received from Donald M. Drake Company for installing your conduits on structures on this project:

1. S. W. Park Avenue	Structure #9161	$940.00
2. 12th Avenue	Structure #9255	$972.00
3. S.W. Montgomery	Structure #9254F	$334.40
	TOTAL	$2,246.40

If this meets with your approval please remit a check, at your earliest convenience, in the amount of $2,246.40 so that we may proceed with this work.

Very truly yours,

PGP:bjm

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

cc: Tom Edwards
I. D. Merchant
C. H. Maison
L. H. Young
A. E. Johnson
J. X. Wilson
Jack Hesla

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
SEP 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 8 - 1965
FOR FILING

I 405-8(9)302

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KL&BOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 27, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(9)302
S.W.Montgomery - S.W. Broadway Section
Stadium Freeway
Order for State Force Work No. 3

Mr. Young's letter of September 21, 1965 furnished copies of the subject State Force Order covering the furnishing of treated timber piles on the above mentioned project. This letter confirms our August 6, 1965 oral advance approval.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 for use of materials owned and furnished by the State for the reasons outlined in Mr. Young's letter and (1) the necessity for the design change was not discovered until footing excavation was nearly complete; (2) piling were not available from a commercial source within a reasonable period and the project completion would have been delayed.

The estimated total cost is $4,295 with the Federal participation being in the approved ratio.

A signed copy of the approved order is returned herewith.

REFERRED TO
Young w/encl
Dist. Engr. State Hwy. Engr.
10-6-65

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F.E. KUEBLE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-105—5M

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 6 1965 By [signature] Title Bridge Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name S.W. Montgomery-S.W. Broadway Date August 27, 1965

Highway Stadium Freeway Contract No. 6577 F. A. Project No. I-405-8(9)302

County Multnomah Prefix 626-1042 Account No. 210

Description of Work To Be Done:

Furnish State-owned treated timber piles from Sunset Storage Yard.

Location by Station Numbers:

12th Ave. Bt. #5 - 11/68
12th Ave. Bt. #6 - 12/31

Estimate of Quantities and Costs:

71 piles @ 55' - - - - - $1.10/Lin.Ft. - - - - - $4,295.00

Explanation:

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,908,365.07
Present estimate of project cost, including $4,295.00 for work under this order	$2,794,346.01
Expected under-run ~~over-run~~ (amount)	$ 114,019.06
Expected under-run ~~over-run~~ (per cent)	3.92

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. X. Wilson, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, ~~Division Engineer~~ Asst. Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

FORM E-122X DOM 5-65
RECEIVED
SEP 27 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. ERIDLEY, MEMBER
WALDPORT
DAVID B. SIMPSON, MEMBER
PORTLAND

I-405-8(9)302

6577

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 24, 1965

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

ATTENTION: Mr. J. W. DeYoung, Jr.

Re: Utility Conduits on Structures
S. W. Montgomery-S. W. Broadway Section
Stadium Freeway - Multnomah County
Project No. I-405-8(9)302 - Contract No. 6577

Gentlemen:

This is to acknowledge the receipt of your check in the amount of $672.00 for the installation of Utility conduits on structures on this section as we agreed in previous correspondence. This check has been sent to our Accounting Division for processing.

Please contact our contractor, Donald M. Drake Company, and arrange with him for the installation and inspection of these conduits.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: Tom Edwards
I. D. Merchant
C. H. Maison
A. E. Johnson
J. X. Wilson
Jack Hesla

RECEIVED
SEP 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 23 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date AUG 6 1965 By [signature] Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name S. W. Montgomery-S. W. Broadway Date August 6, 1965
Highway Stadium Freeway Contract No. 6577
County Multnomah Prefix 626-1042
Contractor Donald M. Drake Co. F. A. Project No. I-405-8(9)302
Address 1600 N. W. Savier Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Pickup treated timber piles from Sunset Maintainence yard and haul to jobsite. Haul excess piling back to yard, if necessary.

1. Maximum equip. rates allowable as per State - AGC Agreement.
2. Percentage allowed Contractor is in accordance with Executed contract for this job.

Location by station numbers:

12th Ave. Sta. 11+70

Estimate of quantities and cost:

Haul Approx. 35 piling at 55'.

Equipment	225.00
Labor	125.00
	$350.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not provided for in original authorization. Unstable foundation at Bt. #5, 12th Ave. Str. necessitates the use of piling, contrary to original deisgn. These piling are to be furnished by the State and hauled by the Contractor. This work started 8-6-65 as per telephone approval from Bridge Dept.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 2,908,365.07
Present estimate of project cost, including $ 350.00 for work under this order	$ 2,790,051.01
Expected under-run / over-run amount	$ 118,314.06
Expected under-run / over-run per cent	4.07%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Roy T. Heinz
Roy T. Heinz Asst. Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Asst. Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Asst. Division Engineer

Approved /s/ L. H. Young
Assistant State Highway Engineer or Office Engineer

State Printing
Young 8-20-65

RECEIVED

Form CO-12C (11-63) (Prep. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

I-405-8(9)302

6577

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

DATE: June 25, 1965

In reply refer to: 08-35.4-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(9)302
S.W. Montgomery-S.W. Broadway Section
City of Portland Water Bureau - Utility Adjustment

Young
Telegram
6-29-65

You were authorized to proceed with the original work contemplated May 6, 1965 for the subject utility adjustment, under this project.

You were verbally authorized to proceed with the minor additional work on June 4, 1965, subject to submission and our approval of an agreement, plans and estimate. We hereby approve the plans and estimate as well as the agreement as evidenced by the Utility Work Order, as submitted by Mr. Litchfield's June 17, 1965 letter.

Approval and reimbursement for the eligible portion of this work is subject to the provisions of PPM 30-4, dated December 31, 1957 and supplements thereto.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
JUN 22 1965

FOR FILING

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-11-65

STATE: Oregon

COUNTY: Multnomah

PROJECT NO.: I-405-8(9)202

PROJECT REPORT NO.: T-4.5-8(9)202

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-405 S. W. Montgomery to S. W. Broadway Portland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-29-65	
*OTHER *(Specify)*		

FUNDS

PRO RATA: 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,832,496.00	$ 2,612,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. B. Klaboe

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

By: T. Dec, Engineering Coordinator

Date executed by Division Engineer: June 11, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. I-405-8(9)302

S.W. MONTGOMERY-S.W. BROADWAY SECTION OF THE

STADIUM FREEWAY HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 17, 1965

Type Code 7221
Grading and Paving (Sta. 457+95.26 to Sta. 477+00)(Contract No. 6577)

Clearing and Grubbing	All Required (50%)		$ 14,517.50
General Excavation, Unclassified	339,000 cu.yd.	$ 0.96	325,440.00
Finishing Roadbed and Slopes	All Required (65%)		5,376.80
Rounding Cutbanks	2,300 lin.ft.	0.49	1,127.00
Trench Excavation	5,700 cu.yd.	5.90	33,630.00
Special Backfill in Drains	800 cu.yd.	5.15	4,120.00
Watering	100 M-gal.	5.00	500.00
3/4"-0 Material in Stone Leveling Course	2,500 ton	2.75	6,875.00
Plant-Mix Stone Base	25,700 ton	2.90	74,530.00
3/4"-0 Aggregate in Prime Coat	145 cu.yd.	6.00	870.00
RC-250 Asphalt in Prime Coat	22 ton	80.00	1,760.00
Bituminous Base Mixture	1,600 ton	5.50	8,800.00
Asphalt in Bituminous Base Mixture	75 ton	32.40	2,430.00
Class "B" Asphalt Concrete	4,100 ton	6.85	28,085.00
8-inch Continuously Reinforced Concrete Pavement	16,200 sq.yd.	8.59	139,158.00
Special Steel Reinforcement	15,000 lb.	0.116	1,740.00
Pavement Terminal Anchors	300 lin.ft.	9.65	2,895.00
6-inch Drain Pipe	1,250 lin.ft.	2.20	2,750.00
8-inch Drain Pipe	3,050 lin.ft.	2.65	8,082.50
8-inch Plain Concrete Storm Sewer Pipe	50 lin.ft.	2.10	105.00
12-inch Plain Concrete Storm Sewer Pipe	980 lin.ft.	3.40	3,332.00
8-inch Plain Concrete Storm Sewer Pipe, X-S	1,730 lin.ft.	2.10	3,633.00
12-inch Plain Concrete Storm Sewer Pipe, X-S	30 lin.ft.	3.40	102.00
18-inch Plain Concrete Storm Sewer Pipe, X-S	40 lin.ft.	5.30	212.00
15-inch Reinforced Concrete Storm Sewer Pipe, Class 3	250 lin.ft.	5.50	1,375.00
12-inch Reinforced Concrete Storm Sewer Pipe, Class 5	260 lin.ft.	4.60	1,196.00
18-inch Reinforced Concrete Storm Sewer Pipe, Class 5	1,090 lin.ft.	7.85	8,556.50
21-inch Reinforced Concrete Storm Sewer Pipe, Class 5	100 lin.ft.	9.10	910.00
6-inch Plain Concrete Sanitary Sewer Pipe, X-S	40 lin.ft.	2.90	116.00
10-inch Plain Concrete Sanitary Sewer Pipe, X-S	40 lin.ft.	2.80	112.00

18-inch Reinforced Concrete Sanitary Sewer Pipe, Class 5	400 lin.ft.	$ 7.85	$ 3,140.00
24-inch Reinforced Concrete Sanitary Sewer Pipe, Class 5	1,300 lin.ft.	11.15	14,495.00
8-inch Steel Storm Sewer Pipe, 16 Ga., Asbestos Protected, Type "C" Coating	125 lin.ft.	4.00	500.00
12-inch Steel Storm Sewer Pipe, 16 Ga., Asbestos Protected, Type "C" Coating	30 lin.ft.	5.15	154.50
Class "A" Concrete in Sewers	5 cu.yd.	44.00	220.00
Metal Reinforcement in Sewers	170 lb.	0.18	30.60
Extra for House Connections	2 only	88.00	176.00
Concrete Manholes, 6 feet or less deep	2 only	235.00	470.00
Concrete Manholes, 6 to 12 feet deep	10 only	343.00	3,430.00
Concrete Manholes, 12 feet deep	10 only	467.00	4,670.00
Concrete Curb Inlets	2 only	100.00	200.00
Concrete Inlets, Type "B"	4 only	105.00	420.00
Concrete Inlets, Type "P"	12 only	100.00	1,200.00
Concrete Inlets, Type "Q"	7 only	100.00	700.00
Concrete Inlets, Type "Q-1"	18 only	105.00	1,890.00
Concrete Inlets, Type "QQ-1"	2 only	120.00	240.00
Adjusting Manholes	2 only	100.00	200.00
Reconstructing Concrete Manholes	1 only	245.00	245.00
Concrete Curbs	260 cu.yd.	35.10	9,126.00
Concrete Islands	34 cu.yd.	30.10	1,023.40
4-inch Concrete Surfacing	1,310 sq.yd.	3.15	4,126.50
A.C. Concrete Walks	1,480 sq.yd.	1.37	2,027.60
Guide Posts, Y-2	65 only	8.00	520.00
Guard Rail	1,300 lin.ft.	2.75	3,575.00
Type 2 Barricade	1,700 lin.ft.	2.75	4,675.00
Rail End Pieces	14 only	5.00	70.00
Guard Rail Blocks	330 only	1.50	495.00
Portable Barricade	5 only	100.00	500.00
Salvaging Guard Rail	140 lin.ft.	0.50	70.00
Salvaging Type 2 Barricade	2,650 lin.ft.	0.50	1,325.00
Guard Rail--Salvaged Barricade	2,425 lin.ft.	1.25	3,031.25
Guard Rail--Salvaged Guard Rail	100 lin.ft.	1.25	125.00
Type 2 Barricade--Salvaged Type 2 Barricade	50 lin.ft.	1.00	50.00
Wood Pelloe Guard	110 lin.ft.	2.10	231.00
6' Chain Link Fence	2,900 lin.ft.	1.76	5,104.00
6' x 4' Chain Link Gates	4 only	62.50	250.00
Roadside Seeding	4 acre	100.00	400.00
Roadside Mulching	4 acre	200.00	800.00
Grass Seed, Annual Ryegrass	60 lb.	1.00	60.00
Inorganic Fertilizer (10-16-8)	16 cwt.	8.00	128.00
Signing			
Sign Support Footings	All Required (52%)		3,827.20
Pipe Sign Posts	All Required (69%)		769.35
50'-0" to 70'-0" Sign Bridge Structures	All Required (47%)		5,184.57
70'-0" to 90'-0" Sign Bridge Structures	All Required		10,964.00
Butterfly Sign Structures	All Required (33%)		1,873.74
Sign Support Frames	All Required		254.00
Single Sign Support	All Required		235.00

Structure Mounts	All Required (93%)			$ 929.07
Sign Illumination Equipment	All Required (66%)			7,331.94
Painted Wood Sign Posts	All Required (73%)			219.00
Type "A" Signs in Place	1,371	sq.ft.	$ 5.45	7,471.95
Type "CD&R" Signs in Place	137	sq.ft.	3.25	445.25
Type "E&M" Signs in Place	69	sq.ft.	3.50	241.50
Sign Covers	146	sq.ft.	1.00	146.00
Provide for Traffic	All Required			49,619.00
Illumination				
Roadway Illumination Installation, Complete	All Required (55%)			10,029.25
Retaining Walls				
Trench Excavation	24,500	cu.yd.	2.75	67,375.00
Selected Backfill	11,600	cu.yd.	7.37	85,492.00
Class "A" Concrete	3,600	cu.yd.	49.67	178,812.00
Metal Reinforcement	530,000	lb.	0.112	59,360.00
Metal Parapet Railing, Two Pipe	108	lin.ft.	8.70	939.60
				$1,243,949.57
Flagging (57½% of contractor's cost)	All Required			$ 6,000.00
Signing	All Required			2,000.00
				$ 8,000.00
Utilities				
Work by City of Portland				$ 42,161.94
	Subtotal			$1,294,111.51
	10% Engr. & Cont.			129,410.49
	Total			$1,423,522.00

Type Code 0010
Grading (Sta. 448+00 to Sta. 457+95.26) (Contract 6577)

Clearing and Grubbing	All Required (50%)			$ 14,517.50
General Excavation, Unclassified	167,600	cu.yd.	$ 0.96	160,896.00
Finishing Roadbed and Slopes	All Required (35%)			2,895.20
Rounding Cutbanks	1,000	lin.ft.	0.49	490.00
Trench Excavation	4,600	cu.yd.	5.90	27,140.00
Special Backfill in Drains	1,000	cu.yd.	5.15	5,150.00
Watering	60	M-gal.	5.00	300.00
3/4"-0 Material in Stone Leveling Course	370	ton	2.75	1,017.50
Plant Mix Stone Base	5,500	ton	2.90	15,950.00
3/4"-0 Aggregate in Prime Coat	45	cu.yd.	6.00	270.00
RC-250 Asphalt in Prime Coat	8	ton	80.00	640.00
Bituminous Base Mixture	500	ton	5.50	2,750.00
Asphalt in Bituminous Base Mixture	25	ton	32.40	810.00
Class "B" Asphalt Concrete	1,500	ton	6.85	10.275.00
8-inch Drain Pipe	3,400	lin.ft.	2.65	9,010.00
12-inch Plain Concrete Storm Sewer Pipe	670	lin.ft.	3.40	2,278.00

15-inch Plain Concrete Storm Sewer Pipe	210 lin.ft.	$ 4.50	$ 945.00
8-inch Plain Concrete Storm Sewer Pipe, X-S	1,500 lin.ft.	2.10	3,150.00
10-inch Plain Concrete Storm Sewer Pipe, X-S	170 lin.ft.	2.75	467.50
12-inch Plain Concrete Storm Sewer Pipe, X-S	220 lin.ft.	3.40	748.00
15-inch Plain Concrete Storm Sewer Pipe, X-S	490 lin.ft.	4.50	2,205.00
6-inch Plain Concrete Sanitary Sewer Pipe, X-S	40 lin.ft.	2.90	116.00
10-inch Plain Concrete Sanitary Sewer Pipe, X-S	550 lin.ft.	2.80	1,540.00
12-inch Plain Concrete Sanitary Sewer Pipe, X-S	40 lin.ft.	3.40	136.00
12-inch Reinforced Concrete Sanitary Sewer Pipe, Class 5	700 lin.ft.	4.45	3,115.00
15-inch Reinforced Concrete Sanitay Sewer Pipe, Class 5	50 lin.ft.	6.55	327.50
18-inch Reinforced Concrete Sanitary Sewer Pipe, Class 5	540 lin.ft.	7.85	4,239.00
21-inch Reinforced Concrete Sanitary Sewer Pipe, Class 5	720 lin.ft.	9.10	6,552.00
8-inch Steel Storm Sewer Pipe, 16 Ga., Asbestos Protected, Type "C" Coating	35 lin.ft.	4.00	140.00
12-inch Steel Storm Sewer Pipe, 16 Ga., Asbestos Protected, Type "C" Coating	220 lin.ft.	5.15	1,133.00
Class "A" Concrete in Sewers	85 cu.yd.	44.00	3,740.00
Metal Reinforcement in Sewers	2,930 lbs.	0.18	527.40
Extra for House Connections	4 only	88.00	352.00
1½-inch Electric Conduit	300 only	1.00	300.00
Concrete Manholes, 6 feet or less deep	4 only	235.00	940.00
Concrete Manholes, 6 to 12 feet deep	20 only	343.00	6,860.00
Concrete Manholes, over 12 feet deep	2 only	467.00	934.00
Special Concrete Manholes	1 only	963.00	963.00
Concrete Inlets, Type "B"	4 only	105.00	420.00
Concrete Inlets, Type "P"	16 only	100.00	1,600.00
Concrete Inlets, Type "G"	5 only	100.00	500.00
Concrete Inlets, Type "G-1"	10 only	105.00	1,050.00
Adjust Manholes	2 only	100.00	200.00
Capping Manholes	1 only	105.00	105.00
Concrete Curbs	150 cu.yd.	35.10	5,265.00
Concrete Islands	2 cu.yd.	30.10	60.20
4-inch Concrete Surfacing	860 cu.yd.	3.15	2,709.00
A.C. Concrete Curbs	730 lin.ft.	0.85	620.50
A.C. Concrete Walks	1,220 sq.yd.	1.37	1,671.40
Guide Posts, Y-2	15 only	8.00	120.00
Guard Rail	250 lin.ft.	2.75	687.50
Rail End Pieces	10 only	5.00	50.00
Guard Rail--Salvaged Barricade	175 lin.ft.	1.25	218.75
Guard Rail--Salvaged Guard Rail	40 lin.ft.	1.25	50.00
6' Chain Link Fence	2,000 lin.ft.	1.76	3,520.00
6'x4' Chain Link Gates	1 only	62.50	62.50
Roadside Seeding	2 acre	100.00	200.00
Roadside Mulching	2 acre	200.00	400.00
Grass Seed, Annual Ryegrass	30 lb.	1.00	30.00
Inorganic Fertilizer (10-16-8)	8 cwt.	8.00	64.00

Signing				
Sign Support Footings	All Required (36%)			$ 2,649.60
Pipe Sign Posts	All Required (31%)			345.65
50'-0" to 70-0" Sign Bridge Structures	All Required (53%)			5,846.43
Butterfly Sign Structures	All Required (67%)			3,804.26
Cantilever Sign Structures	All Required (39%)			2,599.35
Sign Illumination Equipment	All Required (21%)			2,332.89
Painted Wood Sign Posts	All Required (27%)			81.00
Type "A" Signs in Place	711	sq.ft.	$ 5.45	3,874.95
Type "CD&R" Signs in Place	34	sq.ft.	3.25	110.50
Type "E&M" Signs in Place	57	sq.ft.	3.50	199.50
Illumination				
Roadway Illumination Installation, Complete	All Required (45%)			8,205.75
Retaining Walls				
Trench Excavation	8,500	cu.yd.	2.75	23,375.00
Selected Backfill	3,900	cu.yd.	7.37	28,743.00
Class "A" Concrete	1,600	cu.yd.	49.67	79,472.00
Metal Reinforcement	230,000	lb.	0.112	25,760.00
Metal Parapet Railing, Single Pipe	100	lin.ft.	6.16	616.00
Metal Parapet Railing, Two Pipe	154	lin.ft.	8.70	1,339.80
	Subtotal			$ 502,779.13
	10% Engr. & Cont.			50,277.87
	Total			$ 553,057.00

Type Code X721
13th Avenue U'Xing (#9254G) (Sta. 450+31.20) (Cont. 6577)

Shoring, Cribbing, etc.	All Required			$ 2,200.00
Structural Excavation	1,250	cu.yd.	$ 2.75	3,437.50
Structural Excavation, Below Elevation Shown	100	cu.yd.	10.00	1,000.00
Selected Backfill	420	cu.yd.	7.40	3,108.00
Class "A" Concrete (740 cu.yd.)	All Required			55,557.00
Metal Reinforcement (183,000)	All Required			18,375.00
Metal Parapet Railing, Single Pipe	355	lin.ft.	6.29	2,232.95
Preparation of Slopes	160	sq.yd.	1.32	211.20
Concrete Slab Riprap	160	sq.yd.	6.70	1,072.00
8-inch Standard Steel Pipe	70	lin.ft.	15.93	1,115.10
1½-inch Electrical Conduit	230	lin.ft.	1.00	230.00
				$ 88,538.75

Type Code X721
S.W. Montgomery St. U'Xing (#9254F) (Sta. 254+83.57) (Cont. 6577)

Shoring, Cribbing, etc.	All Required			$ 2,541.00
Structural Excavation	3,500	cu.yd.	2.75	9,625.00

Structural Excavation, Below Elevation Shown	300	cu.yd.	$ 10.00	$ 3,000.00
Selected Backfill	2,000	cu.yd.	7.37	14,740.00
Class "A" Concrete (1,000 cu.yd.)	All Required			71,552.00
Metal Reinforcement (222,500 lbs.)	All Required			22,720.00
Metal Parapet Railing	242	lin.ft.	8.73	2,112.66
1-inch Electrical Conduit	190	lin.ft.	0.85	161.50
1¼-inch Electrical Conduit	150	lin.ft.	1.15	172.50
1½-inch Electrical Conduit	150	lin.ft.	1.30	195.00
				$ 126,819.66

Type Code X723
Canyon-Stadium Connection (#9254H)(Sta. 451+50)(Cont.6577)

Shoring, Cribbing, etc.	All Required			$ 737.00
Structural Excavation	700	cu.yd.	$ 2.75	1,925.00
Structural Excavation, Below Elevation Shown	70	cu.yd.	10.00	700.00
Selected Backfill	1,500	cu.yd.	7.37	11,055.00
Class "A" Concrete (1,260 cu.yd.)	All Required			53,830.00
Metal Reinforcement (275,000 lbs.)	All Required			28,320.00
Metal Parapet Railing, Single Pipe	76	lin.ft.	6.33	481.08
3/4-inch Electrical Conduit	280	lin.ft.	0.73	204.40
				$ 97,252.48

Type Code X721
S.W. 12th Ave. U'Xing (#9255)(Sta. L 458+69.60)(Cont. 6577)

Shoring, Cribbing, etc.	All Required			$ 2,200.00
Structural Excavation	1,150	cu.yd.	$ 2.75	3,162.50
Structural Excavation, Below Elevation Shown	100	cu.yd.	10.00	1,000.00
Selected Backfill	400	cu.yd.	7.37	2,948.00
Furnish Treated Timber Piling	900	lin.ft.	1.08	972.00
Drive Timber Piles	30	only	50.00	1,500.00
Class "A" Concrete (2,045 cu.yd.)	All Required			101,193.00
Metal Reinforcement (533,000 lbs.)	All Required			53,675.00
Metal Parapet Railing, Two Pipe	851	lin.ft.	8.66	7,369.66
Preparation of Slopes	320	sq.yd.	1.32	422.40
Concrete Slab Riprap	320	sq.yd.	6.70	2,144.00
8-inch Standard Steel Pipe	140	lin.ft.	16.14	2,259.60
1½-inch Electrical Conduit	440	lin.ft.	0.90	396.00
				$ 179,242.16

Type Code X721
S.W. Park Ave. U'Xing (#9161)(Sta. 469+85.66)(Cont. 6577)

Shoring, Cribbing, etc.	All Required			$ 19,502.00
Structural Excavation	6,000	cu.yd.	$ 2.75	16,500.00
Structural Excavation, Below Elevation Shown	600	cu.yd.	10.00	6,000.00

Selected Backfill	2,100 cu.yd.	$ 7.37	$ 15,477.00
Class "A" Concrete (2,630 cu.yd.)	All Required		172,469.00
Metal Reinforcement (583,000 lbs.)	All Required		60,700.00
Metal Parapet Railing, Two Pipe	375 lin.ft.	8.70	3,262.50
Waterproofing	1,100 sq.yd.	2.00	2,200.00
Special Deck Backfill	200 cu.yd.	4.30	860.00
1-inch Electrical Conduit	40 lin.ft.	0.80	32.00
1¼-inch Electrical Conduit	200 lin.ft.	0.80	160.00
			$ 297,162.50
	Subtotal		$ 789,015.55
	10% Engr. & Cont.		78,901.45
	Total		$ 867,917.00
Pacific N.W. Bell Share of Cost	All Required		(12,000.00)
			$ 855,917.00

Length of Grading and Paving	0.361 mile
Length of Grading	0.188 mile
Length of Structures	0.000 mile
Total	0.549 mile

Cost of Grading and Paving per Mile	$3,943,274.24
Cost of Grading per Mile	2,941,792.55

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grade & Pave	$1,423,522.00	$1,313,000.00	$110,522.00
Grading only	553,057.00	510,000.00	43,057.00
Structures	855,917.00	789,500.00	66,417.00
	$2,832,496.00	$2,612,500.00	$219,996.00

Work Retained in P.S.& E. Status

Description	Total Cost	Federal Funds	State Funds
Work by City of Portland Bureau of Fire	$2,838.06	$2,610.00	$228.06

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

S.W. MONTGOMERY-S.W. BROADWAY SECTION

I-405-8(9)302

Estimated cost of work by the City of Portland Bureau of Water Works:

Materials	$14,756.68
Labor	18,551.25
Engineering & Overhead	6,324.29
Equipment	2,529.72
Total	$42,161.94

S.W. MONTGOMERY-S.W. BROADWAY SECTION

STATE WORK

Sign Support Footings	All Required (12%)		$ 883.20
Cantilever Sign Structures	All Required (61%)		4,065.65
Structure Mount	All Required (7%)		69.93
Sign Illumination Equipment	All Required (13%)		1,444.17
Type "A" Signs in Place	231 sq. ft.	$ 5.45	1,258.95
Type "CD&R" Signs in Place	17 sq.ft.	3.25	55.25
S.W. 12th Ave. U'Xing			
Install Telephone Conduit	All Required		$ 536.00
S.W. Park Ave. U'Xing			
Install Telephone Conduit	All Required		156.00
			$8,469.15

Oregon State Highway Department

Federal-Aid
Project No. I-405-8(9)302

S.W. MONTGOMERY-S.W. BROADWAY SECTION OF THE

STADIUM FREEWAY HIGHWAY IN MULTNOMAH COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 9, 1965

Type Code 7221
Grading and Paving (Sta. 457+95.26 to Sta. 477+00)

Clearing and Grubbing	All Req. (50%)			$ 125,000.00
General Excavation, Unclassified	339,000	cu.yd.	$ 1.25	423,750.00
Finishing Roadbed and Slopes	All Req. (65%)			4,875.00
Rounding Cutbanks	2,300	lin.ft.	0.20	460.00
Trench Excavation	5,700	cu.yd.	5.00	28,500.00
Special Backfill in Drains	800	cu.yd.	6.00	4,800.00
Watering	100	M-gal.	3.00	300.00
3/4" - 0 Material in Stone Leveling Course	2,500	ton	2.50	6,250.00
Plant-Mix Stone Base	25,700	ton	2.50	64,250.00
3/4" - 0 Aggregate in Prime Coat	145	cu.yd.	5.00	725.00
MC-250 Asphalt in Prime Coat	22	ton	55.00	1,210.00
Bituminous Base Mixture	1,600	ton	4.85	7,760.00
Asphalt in Bituminous Base Mixture	75	ton	28.00	2,100.00
Class "B" Asphalt Concrete	4,100	ton	6.50	26,650.00
8-inch Continuously Reinforced Concrete Pavement	16,200	sq.yd.	7.50	121,500.00
Special Steel Reinforcement	15,000	lb.	0.15	2,250.00
Pavement Terminal Anchors	300	lin.ft.	20.00	6,000.00
6-inch Drain Pipe	1,250	lin.ft.	2.00	2,500.00
8-inch Drain Pipe	3,050	lin.ft.	2.50	7,625.00
8-inch Plain Concrete Storm Sewer Pipe	50	lin.ft.	2.25	112.50
12-inch Plain Concrete Storm Sewer Pipe	980	lin.ft.	3.00	2,940.00
8-inch Plain Concrete Storm Sewer Pipe, Extra Strength	1,730	lin.ft.	2.50	4,325.00
12-inch Plain Concrete Storm Sewer Pipe, Extra Strength	30	lin.ft.	4.00	120.00
18-inch Plain Concrete Storm Sewer Pipe, Extra Strength	40	lin.ft.	6.00	240.00
15-inch Reinforced Concrete Storm Sewer Pipe, Class 3	250	lin.ft.	5.25	1,312.50
12-inch Reinforced Concrete Storm Sewer Pipe, Class 5	260	lin.ft.	6.00	1,560.00
18-inch Reinforced Concrete Storm Sewer Pipe, Class 5	1,090	lin.ft.	9.50	10,355.00
21-inch Reinforced Concrete Storm Sewer Pipe, Class 5	100	lin.ft.	11.00	1,100.00
6-inch Plain Concrete Sanitary Sewer Pipe, Extra Strength	40	lin.ft.	2.75	110.00

10-inch Plain Concrete Sanitary Sewer Pipe, Extra Strength	40 lin.ft.	$ 3.25	$ 130.00
18-inch Reinforced Concrete Sanitary Sewer Pipe, Class 3	400 lin.ft.	10.75	4,300.00
24-inch Reinforced Concrete Sanitary Sewer Pipe, Class 3	1,300 lin.ft.	15.00	19,500.00
8-inch Steel Storm Sewer Pipe, 16 Ga., Asbestos-Protected, Type "C" Coating	125 lin.ft.	3.50	437.50
12-inch Steel Storm Sewer Pipe,16 Ga., Asbestos-Protected, Type "C" Coating	30 lin.ft.	5.00	150.00
Class "A" Concrete in Sewers	5 cu.yd.	50.00	250.00
Metal Reinforcement in Sewers	170 lb.	0.15	25.50
Extra for House Connections	2 only	100.00	200.00
Concrete Manholes, 6 feet or less deep	2 only	250.00	500.00
Concrete Manholes, 6 to 12 feet deep	10 only	400.00	4,000.00
Concrete Manholes, over 12 feet deep	10 only	500.00	5,000.00
Concrete Curb Inlets	2 only	100.00	200.00
Concrete Inlets, Type "B"	4 only	95.00	380.00
Concrete Inlets, Type "P"	12 only	100.00	1,200.00
Concrete Inlets, Type "G"	7 only	85.00	595.00
Concrete Inlets, Type "G-1"	18 only	100.00	1,800.00
Concrete Inlets, Type "GG-1"	2 only	110.00	220.00
Adjusting Manholes	2 only	100.00	200.00
Reconstructing Concrete Manholes	1 only	250.00	250.00
Concrete Curbs	260 cu.yd.	45.00	11,700.00
Concrete Islands	34 cu.yd.	40.00	1,360.00
4-inch Concrete Surfacing	1,310 cu.yd.	4.25	5,567.50
A.C. Concrete Walks	1,480 sq.yd.	1.50	2,220.00
Guide Posts, Y-2	65 only	8.50	552.50
Guard Rail	1,300 lin.ft.	2.50	3,250.00
Type 2 Barricade	1,700 lin.ft.	4.00	6,800.00
Rail End Pieces	14 only	5.00	70.00
Guard Rail Blocks	330 only	2.00	660.00
Portable Barricade	5 only	75.00	375.00
Salvaging Guard Rail	140 lin.ft.	1.50	210.00
Salvaging Type 2 Barricade	2,650 lin.ft.	1.00	2,650.00
Guard Rail-Salvaged Barricade	2,425 lin.ft.	1.00	2,425.00
Guard Rail-Salvaged Guard Rail	100 lin.ft.	1.00	100.00
Type 2 Barricade-Salvaged Type 2 Barricade	50 lin.ft.	1.50	75.00
Wood Fellce Guard	110 lin.ft.	1.75	192.50
6' Chain-Link Fence	2,900 lin.ft.	2.25	6,525.00
6'x4' Chain-Link Gates	4 only	75.00	300.00
Roadside Seeding	4 acre	150.00	600.00
Roadside Mulching	4 acre	300.00	1,200.00
Grass Seed, Annual Ryegrass	60 lb.	1.00	60.00
Inorganic Fertilizer (10-16-8)	16 cwt.	6.00	96.00
Signing			
Sign Support Footings	All Req. (525)		4,238.00

Pipe Sign Posts	All Req. (69%)		$ 548.55
50'-0" to 70'-0" Sign Bridge Structures	All Req. (47%)		3,807.00
70'-0" to 90'-0" Sign Bridge Structures	All Req.		12,600.00
Butterfly Sign Structures	All Req. (33%)		1,914.00
Sign Support Frames	All Req.		350.00
Single Sign Support	All Req.		266.00
Structure Mounts	All Req.		1,080.00
Sign Illumination Equipment	All Req. (66%)		8,778.00
Painted Wood Sign Posts	All Req. (73%)		321.20
Type "A" Signs in Place	1,386 sq.ft.	$ 6.50	9,009.00
Type "C", "D" and "R" Signs in Place	137 sq.ft.	3.65	500.05
Type "E" and "H" Signs in Place	69 sq.ft.	3.80	262.20
Sign Covers	146 sq.ft.	0.75	109.50
Provide for Traffic	All Req.		60,000.00
Illumination			
Roadway Illumination Installation, Complete	All Req. (55%)		12,650.00
Retaining Walls			
Trench Excavation	24,500 cu.yd.	6.00	147,000.00
Selected Backfill	11,600 cu.yd.	4.00	46,400.00
Class "A" Concrete	3,600 cu.yd.	70.00	252,000.00
Metal Reinforcement	530,000 lb.	0.12	63,600.00
Metal Parapet Railing, Two Pipe	108 lin.ft.	7.50	810.00
			$1,571,250.00
Flagging (57½% of Contractor's Cost)	All Req.		$ 6,000.00
Signing	All Req.		2,000.00
			$ 8,000.00
Utilities			
Work by City of Portland			$ 45,000.00
	Subtotal		$1,624,250.00
	10% Engr. & Cont.		162,425.00
	Total		$1,786,675.00

Type Code 0010
Grading (Sta. 448+00 to Sta. 457+95.26)

Clearing and Grubbing	All Req. (50%)		$ 125,000.00
General Excavation, Unclassified	167,600 cu.yd.	$ 1.25	209,500.00
Finishing Roadbed and Slopes	All Req. (35%)		2,625.00
Rounding Catbacks	1,000 lin.ft.	0.20	200.00
Trench Excavation	4,600 cu.yd.	5.00	23,000.00

Special Backfill in Drains	1,000 cu.yd.	$ 6.00	$ 6,000.00
Watering	60 M-gal.	3.00	180.00
3/4" - 0 Material in Stone Leveling Course	370 ton	2.50	925.00
Plant-Mix Stone Base	5,500 ton	2.50	13,750.00
3/4" - 0 Aggregate in Prime Coat	45 cu.yd.	5.00	225.00
RC-250 Asphalt in Prime Coat	8 ton	55.00	440.00
Bituminous Base Mixture	500 ton	4.85	2,425.00
Asphalt in Bituminous Base Mixture	25 ton	28.00	700.00
Class "B" Asphalt Concrete	1,500 ton	6.50	9,750.00
8-inch Drain Pipe	3,400 lin.ft.	2.50	8,500.00
12-inch Plain Concrete Storm Sewer Pipe	670 lin.ft.	3.00	2,010.00
15-inch Plain Concrete Storm Sewer Pipe	210 lin.ft.	4.25	892.50
8-inch Plain Concrete Storm Sewer Pipe, Extra Strength	1,500 lin.ft.	2.50	3,750.00
10-inch Plain Concrete Storm Sewer Pipe, Extra Strength	170 lin.ft.	2.75	467.50
12-inch Plain Concrete Storm Sewer Pipe, Extra Strength	220 lin.ft.	4.00	880.00
15-inch Plain Concrete Storm Sewer Pipe, Extra Strength	490 lin.ft.	5.25	2,572.50
6-inch Plain Concrete Sanitary Sewer Pipe, Extra Strength	40 lin.ft.	2.75	110.00
10-inch Plain Concrete Sanitary Sewer Pipe, Extra Strength	550 lin.ft.	3.25	1,787.50
12-inch Plain Concrete Sanitary Sewer Pipe, Extra Strength	40 lin.ft.	4.75	190.00
12-inch Reinforced Concrete Sanitary Sewer Pipe, Class 3	700 lin.ft.	6.75	4,725.00
15-inch Reinforced Concrete Sanitary Sewer Pipe, Class 3	50 lin.ft.	8.50	425.00
18-inch Reinforced Concrete Sanitary Sewer Pipe, Class 3	540 lin.ft.	10.75	5,805.00
21-inch Reinforced Concrete Sanitary Sewer Pipe, Class 3	720 lin.ft.	12.50	9,000.00
8-inch Steel Storm Sewer Pipe, 16 Ga., Asbestos-Protected, Type "C" Coating	35 lin.ft.	3.50	122.50
12-inch Steel Storm Sewer Pipe, 16 Ga., Asbestos-Protected, Type "C" Coating	220 lin.ft.	5.00	1,100.00
Class "A" Concrete in Sewers	85 cu.yd.	50.00	4,250.00
Metal Reinforcement in Sewers	2,930 lb.	0.15	439.50
Extra for House Connections	4 only	100.00	400.00
1 1/2-inch Electrical Conduit	300 only	2.00	600.00
Concrete Manholes, 6 feet or less deep	4 only	250.00	1,000.00
Concrete Manholes, 6 to 12 feet deep	20 only	400.00	8,000.00
Concrete Manholes, over 12 feet deep	2 only	500.00	1,000.00

Special Concrete Manholes	1 only	$750.00	$ 750.00
Concrete Inlets, Type "B"	4 only	95.00	380.00
Concrete Inlets, Type "P"	16 only	100.00	1,600.00
Concrete Inlets, Type "C"	5 only	85.00	425.00
Concrete Inlets, Type "C-1"	10 only	100.00	1,000.00
Adjusting Manholes	2 only	100.00	200.00
Capping Manholes	1 only	110.00	110.00
Concrete Curbs	150 cu.yd.	45.00	6,750.00
Concrete Islands	2 cu.yd.	40.00	80.00
4-inch Concrete Surfacing	860 cu.yd.	4.25	3,655.00
A.C. Concrete Curbs	730 lin.ft.	1.00	730.00
A.C. Concrete Walks	1,220 sq.yd.	1.50	1,830.00
Guide Posts, Y-2	15 only	8.50	127.50
Guard Rail	250 lin.ft.	2.50	625.00
Rail End Pieces	10 only	5.00	50.00
Guard Rail-Salvaged Barricade	175 lin.ft.	1.00	175.00
Guard Rail-Salvaged Guard Rail	40 lin.ft.	1.00	40.00
6' Chain-Link Fence	2,000 lin.ft.	2.25	4,500.00
6'x4' Chain-Link Gates	1 only	75.00	75.00
Roadside Seeding	2 acre	150.00	300.00
Roadside Mulching	2 acre	300.00	600.00
Grass Seed, Annual Ryegrass	30 lb.	1.00	30.00
Inorganic Fertilizer (10-16-8)	8 cwt.	6.00	48.00
Signing			
Sign Support Footings	All Req. (36%)		2,934.00
Pipe Sign Posts	All Req. (31%)		246.45
50'-0" to 70'-0" Sign Bridge Structures	All Req. (53%)		4,293.00
Butterfly Sign Structures	All Req. (67%)		3,886.00
Cantilever Sign Structures	All Req. (39%)		2,730.00
Sign Illumination Equipment	All Req. (21%)		2,793.00
Painted Wood Sign Posts	All Req. (27%)		118.80
Type "A" Signs in Place	711 sq.ft.	6.50	4,621.50
Type "C", "D" and "R" Signs in Place	34 sq.ft.	3.65	124.10
Type "E" and "M" Signs in Place	57 sq.ft.	3.80	216.60
Illumination			
Roadway Illumination Installation, Complete	All Req. (45%)		10,350.00
Retaining Walls			
Trench Excavation	8,500 cu.yd.	6.00	51,000.00
Selected Backfill	3,900 cu.yd.	4.00	15,600.00
Class "A" Concrete	1,600 cu.yd.	70.00	112,000.00
Metal Reinforcement	230,000 lb.	0.12	27,600.00
Metal Parapet Railing, Single Pipe	100 lin.ft.	6.50	650.00
Metal Parapet Railing, Two Pipe	154 lin.ft.	7.50	1,155.00
			$ 717,145.95

Subtotal			$ 717,145.95
10% Engr. & Cont.			71,714.05
Total			$ 788,860.00

Type Code X721
13th Avenue U'xing (#925AG) (Sta. 450+31.20)

Shoring, Cribbing, etc.	All Req.		$ 15,000.00
Structural Excavation	1,250 cu.yd.	$ 5.00	6,250.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Selected Backfill	420 cu.yd.	5.00	2,100.00
Class "A" Concrete (740 C.Y. @ $75.00)	All Req.		55,500.00
Metal Reinforcement (183,000 Lb. @ $0.13)	All Req.		23,790.00
Metal Parapet Railing, Single Pipe	355 lin.ft.	6.50	2,307.50
Preparation of Slopes	160 sq.yd.	2.00	320.00
Concrete Slab Riprap	160 sq.yd.	8.00	1,280.00
8-inch Standard Steel Pipe	70 lin.ft.	15.00	1,050.00
1 1/4-inch Electrical Conduit	230 lin.ft.	1.50	345.00
			$ 108,942.50

Type Code X721
S.W. Montgomery St. U'xing (#925AF) (Sta. 254+83.57)

Shoring, Cribbing, etc.	All Req.		$ 20,000.00
Structural Excavation	3,500 cu.yd.	$ 7.00	24,500.00
Structural Excavation Below Elevation Shown	300 cu.yd.	10.00	3,000.00
Selected Backfill	2,000 cu.yd.	5.00	10,000.00
Class "A" Concrete (1,000 C.Y. @ $75.00)	All Req.		75,000.00
Metal Reinforcement (222,500 Lb. @ $0.13)	All Req.		28,925.00
Metal Parapet Railing	242 lin.ft.	6.50	1,573.00
1-inch Electrical Conduit	190 lin.ft.	1.40	266.00
1 1/4-inch Electrical Conduit	150 lin.ft.	1.50	225.00
1 1/2-inch Electrical Conduit	150 lin.ft.	1.60	240.00
			$ 163,729.00

Type Code X721
Canyon-Stratum Connection (#925AH) (Sta. 451+50)

Shoring, Cribbing, etc.	All Req.		$ 25,000.00
Structural Excavation	700 cu.yd.	$ 7.00	4,900.00
Structural Excavation Below Elevation Shown	70 cu.yd.	10.00	700.00
Selected Backfill	1,500 cu.yd.	5.00	7,500.00
Class "A" Concrete (1,260 C.Y. @ $75.00)	All Req.		94,500.00

Metal Reinforcement (275,000 Lb. @ $0.13)	All Req.		$ 35,750.00
Metal Parapet Railing, Single Pipe	76 lin.ft.	$ 6.50	494.00
3/4-inch Electrical Conduit	280 lin.ft.	1.30	364.00
			$ 169,208.00

Type Code 3721
S.W. 12th Ave. U'xing (#9255) (Sta. L 458+69.60)

Shoring, Cribbing, etc.	All Req.		$ 6,000.00
Structural Excavation	1,150 cu.yd.	$ 5.00	5,750.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Selected Backfill	400 cu.yd.	5.00	2,000.00
Furnish Treated Timber Piling	900 lin.ft.	1.50	1,350.00
Drive Timber Piles	30 only	60.00	1,800.00
Class "A" Concrete (2,045 C.Y. @ $75.00)	All Req.		153,375.00
Metal Reinforcement (533,000 Lb. @ $0.13)	All Req.		69,290.00
Metal Parapet Railing, Two Pipe	851 lin.ft.	7.50	6,382.50
Preparation of Slopes	320 sq.yd.	2.00	640.00
Concrete Slab Riprap	320 sq.yd.	8.00	2,560.00
8-inch Standard Steel Pipe	140 lin.ft.	15.00	2,100.00
1 1/4-inch Electrical Conduit	440 lin.ft.	1.50	660.00
			$ 252,907.50

Type Code 3721
S.W. Park Ave. U'xing (#9161) (Sta. 469+85.66)

Shoring, Cribbing, etc.	All Req.		$ 20,000.00
Structural Excavation	6,000 cu.yd.	$ 5.00	30,000.00
Structural Excavation Below Elevation Shown	600 cu.yd.	10.00	6,000.00
Selected Backfill	2,100 cu.yd.	5.00	10,500.00
Class "A" Concrete (2,630 C.Y. @ $75.00)	All Req.		197,250.00
Metal Reinforcement (583,000 Lb. @ $0.13)	All Req.		75,790.00
Metal Parapet Railing, Two Pipe	375 lin.ft.	7.50	2,812.50
Waterproofing	1,100 sq.yd.	3.00	3,300.00
Special Deck Backfill	200 cu.yd.	5.00	1,000.00
1-inch Electrical Conduit	40 lin.ft.	1.40	56.00
1 1/4-inch Electrical Conduit	200 lin.ft.	1.50	300.00
			$ 347,008.50
	Subtotal		$1,041,795.50
	10% Engr. & Cont.		104,179.50
	Total		$1,145,975.00
Pacific N.W. Bell Share of Cost	All Req.		$ (12,000.00)
			$1,133,975.00

Length of Grading and Paving - - - - - -	0.361 Mile
Length of Grading- - - - - - - - - - - -	0.188 Mile
Length of Structures - - - - - - - - - -	0.000 Mile
Total Length - - - - - - - - - - - - - -	0.549 Mile
Cost of Grading and Paving Per Mile- -	$4,949,238.20
Cost of Grading Per Mile - - - - - - - -	$4,196,063.80

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Grade and Pave	$1,786,675.00	$1,648,000.00	$138,675.00
Grading only	788,860.00	727,500.00	61,360.00
Structures	1,133,975.00	1,046,000.00	87,975.00
	$3,709,510.00	$3,421,500.00	$288,010.00

S.W. MONTGOMERY-S.W. BROADWAY SECTION

STATE WORK

Sign Support Footings	All Req. (12%)		$ 978.00
Cantilever Sign Structures	All Req. (61%)		4,270.00
Sign Illumination Equipment	All Req. (13%)		1,729.00
Type "A" Signs in Place	216 sq.ft.	$6.50	1,404.00
Type "C", "D" and "R" Signs in Place	17 sq.ft.	3.65	62.05
S.W. 12th Ave. U'xing			
Install Telephone Conduit	All Req.		2,500.00
S.W. Park Ave. U'xing			
Install Telephone Conduit	All Req.		1,000.00
			$11,943.05

Oregon State Highway Department

Federal-Aid
Project No. I-405-8(9)302

S.W. MONTGOMERY-S.W. BROADWAY SECTION OF THE

STADIUM FREEWAY HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 24, 1965

Type Code 7221
Grading and Paving (Sta. 457+95.26 to Sta. 477+00)

Clearing and Grubbing	All Req. (50%)		$ 125,000.00
General Excavation, Unclassified	339,000 cu.yd.	$ 1.25	423,750.00
Finishing Roadbed and Slopes	All Req. (65%)		4,875.00
Rounding Cutbanks	2,300 lin.ft.	0.20	460.00
Trench Excavation	5,700 cu.yd.	5.00	28,500.00
Special Backfill in Drains	800 cu.yd.	6.00	4,800.00
Watering	100 M-gal.	3.00	300.00
3/4" - 0 Material in Stone Leveling Course	2,500 ton	2.50	6,250.00
Plant-Mix Stone Base	25,700 ton	2.50	64,250.00
3/4" - 0 Aggregate in Prime Coat	145 cu.yd.	5.00	725.00
MC-250 Asphalt in Prime Coat	22 ton	55.00	1,210.00
Bituminous Base Mixture	1,600 ton	4.85	7,760.00
Asphalt in Bituminous Base Mixture	75 ton	28.00	2,100.00
Class "B" Asphalt Concrete	4,100 ton	6.50	26,650.00
8-inch Continuously Reinforced Concrete Pavement	16,200 sq.yd.	7.50	121,500.00
Special Steel Reinforcement	15,000 lb.	0.15	2,250.00
Pavement Terminal Anchors	300 lin.ft.	20.00	6,000.00
6-inch Drain Pipe	1,250 lin.ft.	2.00	2,500.00
8-inch Drain Pipe	3,050 lin.ft.	2.50	7,625.00
8-inch Plain Concrete Storm Sewer Pipe	50 lin.ft.	2.25	112.50
12-inch Plain Concrete Storm Sewer Pipe	980 lin.ft.	3.00	2,940.00
8-inch Plain Concrete Storm Sewer Pipe, Extra Strength	1,730 lin.ft.	2.50	4,325.00
12-inch Plain Concrete Storm Sewer Pipe, Extra Strength	30 lin.ft.	4.00	120.00
18-inch Plain Concrete Storm Sewer Pipe, Extra Strength	40 lin.ft.	6.00	240.00
15-inch Reinforced Concrete Storm Sewer Pipe, Class 3	250 lin.ft.	5.25	1,312.50
12-inch Reinforced Concrete Storm Sewer Pipe, Class 5	260 lin.ft.	6.00	1,560.00
18-inch Reinforced Concrete Storm Sewer Pipe, Class 5	1,090 lin.ft.	9.50	10,355.00

21-inch Reinforced Concrete Storm Sewer Pipe, Class 5	100 lin.ft.	$ 11.00	$ 1,100.00
6-inch Plain Concrete Sanitary Sewer Pipe, Extra Strength	40 lin.ft.	2.75	110.00
10-inch Plain Concrete Sanitary Sewer Pipe, Extra Strength	40 lin.ft.	3.25	130.00
18-inch Reinforced Concrete Sanitary Sewer Pipe, Class 5	400 lin.ft.	10.75	4,300.00
24-inch Reinforced Concrete Sanitary Sewer Pipe, Class 5	1,300 lin.ft.	15.00	19,500.00
8-inch Steel Storm Sewer Pipe, 16 Gage, Asbestos Protected, Type "C" Coating	125 lin.ft.	3.50	437.50
12-inch Steel Storm Sewer Pipe, 16 Gage, Asbestos Protected, Type "C" Coating	30 lin.ft.	5.00	150.00
Class "A" Concrete in Sewers	5 cu.yd.	50.00	250.00
Metal Reinforcement in Sewers	170 lb.	0.15	25.50
Extra for House Connections	2 only	100.00	200.00
Concrete Manholes, 6 feet or less deep	2 only	250.00	500.00
Concrete Manholes, 6 to 12 feet deep	10 only	400.00	4,000.00
Concrete Manholes, over 12 feet deep	10 only	500.00	5,000.00
Concrete Curb Inlets	2 only	100.00	200.00
Concrete Inlets, Type "B"	4 only	95.00	380.00
Concrete Inlets, Type "P"	12 only	100.00	1,200.00
Concrete Inlets, Type "C"	7 only	85.00	595.00
Concrete Inlets, Type "C-1"	18 only	100.00	1,800.00
Concrete Inlets, Type "CC-1"	2 only	110.00	220.00
Adjusting Manholes	2 only	100.00	200.00
Reconstructing Concrete Manholes	1 only	250.00	250.00
Concrete Curbs	260 cu.yd.	45.00	11,700.00
Concrete Islands	34 cu.yd.	40.00	1,360.00
4-inch Concrete Surfacing	1,310 cu.yd.	4.25	5,567.50
AC Concrete Walks	1,480 sq.yd.	1.50	2,220.00
Guide Posts, I-2	65 only	8.50	552.50
Guard Rail	1,300 lin.ft.	2.50	3,250.00
Type 2 Barricade	1,700 lin.ft.	4.00	6,800.00
Rail End Pieces	14 only	5.00	70.00
Guard Rail Blocks	330 only	2.00	660.00
Portable Barricade	5 only	75.00	375.00
Salvaging Guard Rail	140 lin.ft.	1.50	210.00
Salvaging Type 2 Barricade	2,650 lin.ft.	1.00	2,650.00
Guard Rail-Salvaged Barricade	2,425 lin.ft.	1.00	2,425.00
Guard Rail-Salvaged Guard Rail	100 lin.ft.	1.00	100.00
Type 2 Barricade-Salvaged Type 2 Barricade	50 lin.ft.	1.50	75.00
Wood Fence Guard	110 lin.ft.	1.75	192.50
6' Chain-Link Fence	2,900 lin.ft.	2.25	6,525.00
6'x4' Chain-Link Gates	4 only	75.00	300.00

Roadside Seeding	4 acre	$ 150.00	$ 600.00
Roadside Mulching	4 acre	300.00	1,200.00
Grass Seed, Annual Ryegrass	60 lb.	1.00	60.00
Inorganic Fertilizer (10-16-8)	16 cwt.	6.00	96.00
Signing			
Sign Support Footings	All Req. (52%)		4,238.00
Pipe Sign Posts	All Req. (69%)		548.55
50'-0" to 70'-0" Sign Bridge Structures	All Req. (47%)		3,807.00
70'-0" to 90'-0" Sign Bridge Structures	All Req.		12,600.00
Butterfly Sign Structures	All Req. (33%)		1,914.00
Sign Support Frames	All Req.		350.00
Single Sign Support	All Req.		266.00
Structure Mounts	All Req.		1,080.00
Sign Illumination Equipment	All Req. (66%)		8,778.00
Painted Wood Sign Posts	All Req. (73%)		321.20
Type "A" Signs in Place	1,386 sq.ft.	6.50	9,009.00
Type "C", "I" and "P" Signs in Place	137 sq.ft.	3.65	500.05
Type "G" and "M" Signs in Place	69 sq.ft.	3.80	262.20
Sign Covers	146 sq.ft.	0.75	109.50
Provide for Traffic	All Req.		60,000.00
Illumination			
Roadway Illuminnation Installation, Complete	All Req. (55%)		12,650.00
Retaining Walls			
Trench Excavation	24,500 cu.yd.	6.00	147,000.00
Selected Backfill	11,600 cu.yd.	4.00	46,400.00
Class "A" Concrete	3,600 cu.yd.	70.00	252,000.00
Metal Reinforcement	530,000 lb.	0.12	63,600.00
Metal Parapet Railing, Two Pipe	108 lin.ft.	7.50	810.00
			$1,571,250.00
Flagging (57½$ of Contractor's Cost)	All Req.		$ 6,000.00
Signing	All Req.		2,000.00
			$ 8,000.00
Utilities			
Work by City of Portland			$ 45,000.00
	Subtotal		$1,624,250.00
	10% Engr. & Cont.		162,425.00
	Total		$1,786,675.00

Type Code 0010
Grading (Sta. 448+00 to Sta. 457+92.26)

Clearing and Grubbing	All Req. (50%)			$ 125,000.00
General Excavation, Unclassified	167,600	cu.yd.	$ 1.25	209,500.00
Finishing Roadbed and Slopes	All Req. (35%)			2,625.00
Rounding Cutbanks	1,000	lin.ft.	0.20	200.00
Trench Excavation	4,600	cu.yd.	5.00	23,000.00
Special Backfill in Drains	1,000	cu.yd.	6.00	6,000.00
Watering	60	M-gal.	3.00	180.00
3/4" - 0 Material in Stone Leveling Course	370	ton	2.50	925.00
Plant-Mix Stone Base	5,500	ton	2.50	13,750.00
3/4" - 0 Aggregate in Prime Coat	45	cu.yd.	5.00	225.00
RC-250 Asphalt in Prime Coat	8	ton	55.00	440.00
Bituminous Base Mixture	500	ton	4.85	2,425.00
Asphalt in Bituminous Base Mixture	25	ton	28.00	700.00
Class "B" Asphalt Concrete	1,500	ton	6.50	9,750.00
8-inch Drain Pipe	3,400	lin.ft.	2.50	8,500.00
12-inch Plain Concrete Storm Sewer Pipe	670	lin.ft.	3.00	2,010.00
15-inch Plain Concrete Storm Sewer Pipe	210	lin.ft.	4.25	892.50
8-inch Plain Concrete Storm Sewer Pipe, Extra Strength	1,500	lin.ft.	2.50	3,750.00
10-inch Plain Concrete Storm Sewer Pipe, Extra Strength	170	lin.ft.	2.75	467.50
12-inch Plain Concrete Storm Sewer Pipe, Extra Strength	220	lin.ft.	4.00	880.00
15-inch Plain Concrete Storm Sewer Pipe, Extra Strength	490	lin.ft.	5.25	2,572.50
6-inch Plain Concrete Sanitary Sewer Pipe, Extra Strength	40	lin.ft.	2.75	110.00
10-inch Plain Concrete Sanitary Sewer Pipe, Extra Strength	550	lin.ft.	3.25	1,787.50
12-inch Plain Concrete Sanitary Sewer Pipe, Extra Strength	40	lin.ft.	4.75	190.00
12-inch Reinforced Concrete Sanitary Sewer Pipe, Class 5	700	lin.ft.	6.75	4,725.00
15-inch Reinforced Concrete Sanitary Sewer Pipe, Class 5	50	lin.ft.	8.50	425.00
18-inch Reinforced Concrete Sanitary Sewer Pipe, Class 5	540	lin.ft.	10.75	5,805.00
21-inch Reinforced Concrete Sanitary Sewer Pipe, Class 5	720	lin.ft.	12.50	9,000.00
8-inch Steel Storm Sewer Pipe, 16 Gage, Asbestos Protected, Type "C" Coating	35	lin.ft.	3.50	122.50

12-inch Steel Storm Sewer Pipe, 16 Gage, Asbestos Protected, Type "C" Coating	220	lin.ft.	$ 5.00	$ 1,100.00
Class "A" Concrete in Sewers	85	cu.yd.	50.00	4,250.00
Metal Reinforcement in Sewers	2,930	lb.	0.15	439.50
Extra for House Connections	4	only	100.00	400.00
1½-inch Electrical Conduit	300	only	2.00	600.00
Concrete Manholes, 6 feet or less deep	4	only	250.00	1,000.00
Concrete Manholes, 6 to 12 feet deep	20	only	400.00	8,000.00
Concrete Manholes, over 12 feet deep	2	only	500.00	1,000.00
Special Concrete Manholes	1	only	750.00	750.00
Concrete Inlets, Type "B"	4	only	95.00	380.00
Concrete Inlets, Type "D"	16	only	100.00	1,600.00
Concrete Inlets, Type "G"	5	only	85.00	425.00
Concrete Inlets, Type "G-1"	10	only	100.00	1,000.00
Adjusting Manholes	2	only	100.00	200.00
Capping Manholes	1	only	110.00	110.00
Concrete Curbs	150	cu.yd.	45.00	6,750.00
Concrete Islands	2	cu.yd.	40.00	80.00
4-inch Concrete Surfacing	860	cu.yd.	4.25	3,655.00
AC Concrete Curbs	730	lin.ft.	1.00	730.00
AC Concrete Walks	1,220	sq.yd.	1.50	1,830.00
Guide Posts, Y-2	15	only	8.50	127.50
Guard Rail	250	lin.ft.	2.50	625.00
Rail End Pieces	10	only	5.00	50.00
Guard Rail-Salvaged Barricade	175	lin.ft.	1.00	175.00
Guard Rail-Salvaged Guard Rail	40	lin.ft.	1.00	40.00
6' Chain-Link Fence	2,000	lin.ft.	2.25	4,500.00
6'x4' Chain-Link Gates	1	only	75.00	75.00
Roadside Seeding	2	acre	150.00	300.00
Roadside Mulching	2	acre	300.00	600.00
Grass Seed, Annual Ryegrass	30	lb.	1.00	30.00
Inorganic Fertiliser (10-16-8)	8	cwt.	6.00	48.00
Signing				
Sign Support Footings	All Req. (36%)			2,934.00
Pipe Sign Posts	All Req. (31%)			246.45
50'-0" to 70'-0" Sign Bridge Structures	All Req. (53%)			4,293.00
Butterfly Sign Structures	All Req. (67%)			3,886.00
Cantilever Sign Structures	All Req. (39%)			2,730.00
Sign Illumination Equipment	All Req. (21%)			2,793.00
Painted Wood Sign Posts	All Req. (27%)			118.80
Type "A" Signs in Place	711	sq.ft.	6.50	4,621.50
Type "C", "D" and "K" Signs in Place	34	sq.ft.	3.65	124.10
Type "E" and "M" Signs in Place	57	sq.ft.	3.80	216.60

Illumination			
Roadway Illumination Installation, Complete	All Req. (45%)		$ 10,350.00
Retaining Walls			
Trench Excavation	8,500 cu.yd.	$ 6.00	51,000.00
Selected Backfill	3,900 cu.yd.	4.00	15,600.00
Class "A" Concrete	1,600 cu.yd.	70.00	112,000.00
Metal Reinforcement	230,000 lb.	0.12	27,600.00
Metal Parapet Railing, Single Pipe	100 lin.ft.	6.50	650.00
Metal Parapet Railing, Two Pipe	154 lin.ft.	7.50	1,155.00
			$ 717,145.95
	Subtotal		$ 717,145.95
	10% Engr. & Cont.		71,714.05
	Total		$ 788,860.00

Type Code X721
13th Avenue U'xing (#92540) (Sta. 450+31.20)

Shoring, Cribbing, etc.	All Req.		$ 15,000.00
Structural Excavation	1,250 cu.yd.	$ 5.00	6,250.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Selected Backfill	420 cu.yd.	5.00	2,100.00
Class "A" Concrete (740 C.Y. @ $75.00)	All Req.		55,500.00
Metal Reinforcement (183,000 lb. @ $0.13)	All Req.		23,790.00
Metal Parapet Railing, Single Pipe	355 lin.ft.	6.50	2,307.50
Preparation of Slopes	160 sq.yd.	2.00	320.00
Concrete Slab Riprap	160 sq.yd.	8.00	1,280.00
8-inch Standard Steel Pipe	70 lin.ft.	15.00	1,050.00
1½-inch Electrical Conduit	230 lin.ft.	1.50	345.00
			$ 108,942.50

Type Code X721
S.W. Montgomery St. U'xing (#92541) (Sta. 254+83.57)

Shoring, Cribbing, etc.	All Req.		$ 20,000.00
Structural Excavation	3,500 cu.yd.	$ 7.00	24,500.00
Structural Excavation Below Elevation Shown	300 cu.yd	10.00	3,000.00
Selected Backfill	2,000 cu.yd.	5.00	10,000.00
Class "A" Concrete (1,000 C.Y. @ $75.00)	All Req.		75,000.00
Metal Reinforcement (222,300 lb. @ $0.13)	All Req.		28,925.00
Metal Parapet Railing	242 lin.ft.	6.50	1,573.00
1-inch Electrical Conduit	190 lin.ft.	1.40	266.00

1½-inch Electrical Conduit	150 lin.ft.	$	1.50	$ 225.00
1½-inch Electrical Conduit	150 lin.ft.		1.60	240.00
				$ 163,729.00

Type Code X723
Canyon-Stevens Connection (#925 H) (Sta. 451+50)

Shoring, Cribbing, etc.	All Req.			$ 25,000.00
Structural Excavation	700 cu.yd.	$	7.00	4,900.00
Structural Excavation Below Elevation Shown	70 cu.yd.		10.00	700.00
Selected Backfill	1,500 cu.yd.		5.00	7,500.00
Class "A" Concrete (1,260 Cu.Yds. @75.00)	All Req.			94,500.00
Metal Reinforcement (275,000 Lbs. @0.13)	All Req.			35,750.00
Metal Parapet Railing, Single Pipe	76 lin.ft.		6.50	494.00
3/4-inch Electrical Conduit	280 lin.ft.		1.30	364.00
				$ 169,208.00

Type Code X721
S.W. 12th Ave. U'xing (#9255) (Sta. 4 458+69.60)

Shoring, Cribbing, etc.	All Req.			$ 6,000.00
Structural Excavation	1,150 cu.yd.	$	5.00	5,750.00
Structural Excavation Below Elevation Shown	100 cu.yd.		10.00	1,000.00
Selected Backfill	400 cu.yd.		5.00	2,000.00
Furnish Treated Timber Piling	900 lin.ft.		1.50	1,350.00
Drive Timber Piles	30 only		60.00	1,800.00
Class "A" Concrete (2,045 C.Y. @ $75.00)	All Req.			153,375.00
Metal Reinforcement (533,000 lbs. @ $0.13)	All Req.			69,290.00
Metal Parapet Railing, Two Pipe	851 lin.ft.		7.50	6,382.50
Preparation of Slopes	320 sq.yd.		2.00	640.00
Concrete Slab Riprap	320 sq.yd.		8.00	2,560.00
8-inch Standard Steel Pipe	140 lin.ft.		15.00	2,100.00
1½-inch Electrical Conduit	440 lin.ft.		1.50	660.00
Install Telephone Conduit	All Req.			2,500.00
				$ 255,407.50

Type Code X721
S.W. Park Ave. U'xing (#9161) (Sta. 469+85.66)

Shoring, Cribbing, etc.	All Req.			$ 20,000.00
Structural Excavation	6,000 cu.yd.	$	5.00	30,000.00
Structural Excavation Below Elevation Shown	600 cu.yd.		10.00	6,000.00
Selected Backfill	2,100 cu.yd.		5.00	10,500.00

Class "A" Concrete (2,630 C.Y. @ $75.00)	All Req.			$ 197,250.00
Metal Reinforcement (583,000 Lbs. @ $0.13)	All Req.			75,790.00
Metal Parapet Railing, Two Pipe	375 lin.ft.	$	7.50	2,812.50
Waterproofing	1,100 sq.yd.		3.00	3,300.00
Special Deck Backfill	200 cu.yd.		5.00	1,000.00
1-inch Electrical Conduit	40 lin.ft.		1.40	56.00
1½-inch Electrical Conduit	200 lin.ft.		1.50	300.00
Install Telephone Conduit	All Req.			1,000.00
				$ 348,008.50
	Subtotal			$1,045,295.50
	10% Engr. & Cont.			104,529.50
	Total			$1,149,825.00

Length of Grading & Paving - - - 0.361 Mile
Length of Grading - - - - - - - - 0.188 Mile
Length of Structures - - - - - - 0.000 Mile
Total Length - - - - - - - - - - - 0.549 Mile
Cost of Grading & Paving Per Mile $4,949,238.20
Cost of Grading Per Mile - - - - $4,196,063.80

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Grade & Pave	$1,786,675.00	$1,648,000.00	$138,675.00
Grading Only	788,860.00	727,500.00	61,360.00
Structures	1,149,825.00	1,060,500.00	89,325.00
	$3,725,360.00	$3,436,000.00	$289,360.00

S.M. MONTGOMERY-S.W. BROADWAY SECTION

State Work

Sign Support Footings	All Req. (12%)		$ 978.00
Cantilever Sign Structures	All Req. (61%)		4,270.00
Sign Illumination Equipment	All Req. (13%)		1,729.00
Type "A" Signs in Place	216 sq.ft.	$6.50	1,404.00
Type "C", "D" and "E" Signs in Place	17 sq.ft.	3.65	62.05
			$8,443.05

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

I-405-8(9)302
6577

Project Name S. W. Montgomery-S. W. Broadway Date June 7, 1965

Highway Stadium Freeway Contract No. 6577 (Br)

County Multnomah Prefix 626-1042

Contractor Donald M. Drake Company F. A. Project No. I-405-8(9)302

Address 1600 N. W. Savier, Portland, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

1. Flagging labor.
2. Signing--To construct, install, maintain and furnish temporary signs, lights, barricades and other traffic delineators for routing traffic through the project. These signs, etc., to consist of those for which State Highway Department has obligation to control and pay for in order to achieve consistent uniformity as described in the OSHD contract specifications and not included in a separate contract bid item.
1. Maximum rental rates in agreement with AGC contract
2. Percentage allowed contractor is in accordance with the executed contract for the project.

Location by station numbers:

Throughout project as required.

Estimate of quantities and cost:

$8,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This is the share of flagging costs assumed by the State and covered in the contract specifications. Signing to be as described in contract specifications and not covered by contract special provisions or bid items. Due to nature of work and many variables encountered, this work is better handled by EWO methods.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,908,365.07	
Present estimate of project cost, including $8,000.00 for work under this order	$2,789,192.41	
Expected under-run amount	$119,172.66	
Expected under-run per cent	4.1%	

Space to right of this line is for use of Salem Office

Submitted by William E. Mabry
Resident Engineer

Approval Recommended: Edward L. Hoedt
Assistant Division Engineer

Approval Recommended: Lloyd O. Rea
Construction Engineer or Bridge Engineer

Approved: [signature]
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

orig to young 6-23-65

RECEIVED
MAY 21 1965
HIGHWAY FILING

COMMISSIONERS
GLENN M. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. BRIGHT, VICE CHAIRMAN
PRAIRIE CITY
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

1577

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 20, 1965

Donald M. Drake Company
1600 N. W. Savier
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6577, awarded April 27, 1965, for structures, grade, pave, sign & illumination on the S. W. Montgomery-S. W. Broadway Section of the Stadium Freeway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

jf

Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

RECEIVED
MAY 5 - 1965
FOR FILING

Form CD-12 (11-62) (Prev. Ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 3, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(9)302
S.W. Montgomery-S.W. Broadway Section
Grading, paving, structures, signing and illumination

As requested in Mr. Young's letter of April 28, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of April 27, 1965 in the award of contract No. 6577 to Donald M. Drake Company, of Portland, Oregon, low bidder in the amount of $2,544,213.40 at the April 20, 1965 bid opening.

Mr. Litchfield's March 10, 1965 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our March 29, 1965 memorandum authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

The project will not be accepted as complete unless utility access rights listed as exceptions are acquired in addition to other requirements for such action.

young

orig to young
copies to Morgan
Litchfield
Rohde
5-4-65

RECEIVED
MAY 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 28 1965

April 28, 1965

Donald M. Drake Company
1800 N. W. Savier Street
Portland, Oregon 97209

Gentlemen:

The State Highway Commission on April 27, 1965, awarded to you State Highway Contract No. 6577 for the following project:

Grading and paving approx. 0.55 mi. highway roadbed, construction of five structures and twenty retaining walls, installation of highway illumination and signing on S. W. Montgomery - S. W. Broadway section of the Stadium Freeway Highway in Multnomah County.

This award was based on your bid of $2,544,213.30 which was submitted to the Commission on April 20, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc Frank Morgan
L. M. Young
R. G. Savage (SIAC)
I. D. Marchant

RECEIVED
APR 28 1965
FOR FILING

I-405-(9)302
6577

April 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of April 21, 1965, is requested in the award of contract for the S.W. Montgomery-S.W. Broadway Section, Project No. I-405-8(9)302.

The contractor receiving the award is Donald M. Drake Company, in the amount of $2,544,213.40, with the Contract No. 6577 assigned. This bid was received on April 20, 1965, and awarded April 27, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property, with the exception of the utilities listed below, are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractors' operations.

1. Pacific Power and Light Co. conflicts as set forth in Staff Attorney's letter, a copy of which was furnished your office by Mr. Litchfield's letter of March 10, 1965.

2. Portland General Electric Co. conflicts as set forth in Staff Attorney's letter, a copy of which was furnished your office by Mr. Litchfield's letter of March 10, 1965.

3. Pacific N rthwest Bell Telephone Co. conflicts as set forth in Staff Attorney's letter, a copy of which was furnished your office by Mr. Litchfield's letter of March 10, 1965.

4. Trans Video Cable Co. conflicts as set forth in Staff Attorney's letter, a copy of which was furnished your office by Mr. Litchfield's letter of March 10, 1965.

5. N.W. Natural Gas Co. conflicts as set forth in Staff Attorney's letter, a copy of which was furnished your office by Mr. Litchfield's letter of March 10, 1965.

6. City of Portland, Bureau of Water Works, and Bureau of Fire conflicts as set forth in Staff Attorney's letter, a copy of which was furnished your office by Mr. Litchfield's letter of March 10, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

RECEIVED
MAY 20 1965
FOR FILING
405-8(9)302
(57)

CONTRACTS 2503

Salem, Oregon
April 27, 1965

Agenda Item 4-a

Mr. H. S. Cox
County & City Engineer
Building

Attention: Mr. D. N. Harwell
Office Engineer
County & City Div.

Supplemental Throughway Agreement
SW. Montgomery-SW. Broadway Section
Stadium Freeway
City of Portland

Attached is a partially signed copy of a supplemental throughway agreement with the City of Portland covering the SW. Montgomery-SW Broadway Section of the Stadium Freeway in City of Portland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City of Portland.

Secretary

rm
Attach: 1

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

O. J. LINDSTEDT
CHIEF OF OPERATIONS
C. A. DOW, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON
April 20, 1965

TO THE COUNCIL:

Your Commissioner of Public Works transmits herewith one complete set of plans for the S. W. Montgomery-S. W. Broadway section of the Stadium Freeway as submitted to this office by the State Highway Department for approval by the City as stipulated in the agreement between City and the State Highway Department. These plans have the approval of the City Engineer, with two minor exceptions as indicated in the attached letter and shown in red on the plans.

At a meeting in the office of the Mayor on April 15, attended by the City Council, City Planning Director, City Park Superintendent, Assistant City Traffic Engineer, City Highway Coordinator, State Landscape Architect, Assistant State Highway Engineer, and other State personnel, the matter of landscaping this and other sections of the Stadium Freeway was discussed. Following this meeting, the State Highway officials agreed to re-study the landscaping plans in order to obtain plans that would meet with the City's approval.

Since the State Highway Department will receive bids for this section of freeway on April 20, your Commissioner

RECOMMENDS

that the City Council approve the plans as submitted, with the following exceptions:

1. Changes recommended by the City Engineer according to letter of April 15:

   "On sheet 3B, near the intersection of 13th and S. W. Market, there is an inlet lead of approximately one hundred feet which lies directly over the proposed new sewer in S. W. 13th Avenue. This lead could be taken to the proposed inlet across S. W. 13th Avenue.

   On sheet 4A, between S. W. Park and S. W. 10th Avenue, on S. W. Jackson Street, where it indicated an asphalt driveway into the Park Plaza parking area to be constructed, it should be standard and constructed of concrete."

XERO COPY XERO COPY XERO COPY

2. State shall install a water supply line in the center of the divider strip with hose connections on 50-foot-centers on all sections of the Stadium Freeway from S. W. Front Avenue to N. W. Glisan Street in order to provide for irrigation of plantings to be made according to plans to be approved.

3. Openings shall be left in the 4-ft.-wide paved area between curbs and retaining walls, at 10-ft. intervals, for the planting of vines and shrubs.

4. Plans for landscaping this and other sections of the Stadium Freeway shall be submitted to the City for approval of the Park Superintendent and the City Council before advertising for bids by the State.

Respectfully submitted,

Wm. C. Bowes
Commissioner of Public Works

B:dl

XERO COPY XERO COPY XERO COPY XERO COPY

RECEIVED
APR 16 1965

Form CO-121 (1-63) (Prescribed by A.O. [illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

I-405-8(9)302

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 15, 1965

In reply refer to: 08-35.4-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(9)302
S.W. Montgomery-S.W. Broadway Section
City of Portland Water Main Utility Adjustment

In confirmation of our verbal advance approval given on April 13, 1965 concerning the removal of a water main to facilitate the alteration of the Pacific N.W. Bell Telephone Company's utility adjustment, we hereby approve this portion of the agreement as evidenced by the sketch and unsupported cost estimate submitted with the City of Portland's request dated April 12. You are authorized to proceed, effective April 13, 1965, with the work under Item #2 of the conflicts listed in your Staff Attorney's letter dated March 8, 1965.

Authorization of the remaining work and approval of the final agreement are withheld until submission of the appropriate documents are submitted to and approved by this office.

REFERRED TO
Young
Date: 4-16-65 By: JSK
For: _____
_____
Due Date: _____

RECEIVED
APR 16 1965
OFFICE OF
STATE [illegible]

orig to Young
4-19-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 15 1965
FOR FILING
I 416.3-9 (0) 202
6977

April 14, 1965

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 20 Commission meeting will be a supplemental throughway agreement with the City of Portland pertaining to the Stadium Freeway within the city.

This agreement provides for construction of the various ramps and connections to the Sunset and Barnside Interchanges, various changes covered by the original agreement, and reconstruction of various city streets and additional street closures in Portland.

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the throughway interchanges and connections, and the City will assume or retain full maintenance of those streets or portions of streets reconstructed as part of the project.

It is proposed to advertise this S. W. Montgomery Street-S. W. Broadway Street Section for bids on April 20. The estimated cost of this project is $3,300,000. If satisfactory bids are received and no other complications arise, the contract would be under construction around mid-May.

Your approval of the agreement is recommended and your authority is requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
C. H. Maison
F. D. Morgan
L. H. Young
A. E. Johnson

DNH:mm bg

FOR FILING

4.5.8(7) 2

6577

April 12, 1965

Mr. Fred A. Webster
Engineering Supervisor
Soule Steel Company
3003 N. W. 35th Avenue
Post Office Box 9994
Portland, Oregon 97210

Dear Mr. Webster:

Reference is made to your letter of April 6 concerning the Azalea-Glendale Section of the Pacific Highway, S. W. Montgomery to S. W. Broadway Section of the Stadium Freeway and the East Marquam Interchange Section of the East Bank Freeway.

Your first recommendation was that we allow the use of hand-tied mats instead of the specified clipped mats in the continuously reinforced concrete pavement. We have investigated the matter of using clips with several organizations who have had experience with them. While we realize that the hand-tying method can be as adequate as the clips, we feel that the clips assure an adequate job whenever used. Under the circumstances, this recommendation must be denied. We will review this matter further following our experience with the clips this summer.

Your second recommendation was that we allow the use of bar mat construction in lieu of the specified welded wire fabric construction on the small amounts of standard reinforced pavement in these projects. Due to the small quantity involved, your suggestion is well taken, and we are issuing a letter allowing this substitution.

Thank you for calling this to our attention.

Very truly yours,

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. A. E. Johnson
Mr. L. R. Chandler
Mr. F. D. Morgan

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

SOULÉ STEEL COMPANY

3003 N.W. 35TH AVENUE • P.O. BOX 9594 • PORTLAND, OREGON 97210
TELEPHONE • CAPITOL 6-6441

Received from Klaboe on 4-7-65 for check- FK

April 6, 1965

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Fred B. Klaboe

Subject: Portland Cement Concrete Pavement

Gentlemen:

We have two changes to request that involve the three projects on which the highway commission has called for bids on April 20th; namely, Azalea-Glendale Section of the Pacific Highway, Stadium Freeway S.W. Montgomery to S.W. Broadway, and East Marquam Interchange.

All three of these projects have "continuously reinforced concrete pavement." We request that permission be granted to "hand tie" the mat reinforcement, which would be at variance with the "Standard Specifications for Highway Construction" Section 330-1, Paragraph C3, that calls for the use of "mechanically formed clips." The hand tied method would be the same as we used last summer on the South Unit of the Minnesota Freeway, with which we are sure you are familiar. NO FK

Two of these same three projects also have "standard reinforced pavement" which calls for the use of welded wire fabric. This fabric involves our second request. Due to the small quantities of welded wire fabric involved, it will be extremely difficult and expensive to manufacture and ship. We request that the bar mat alternate, per Section 330-1, Paragraph "B" of the Standard Specifications, be defined as to the deformed intermediate grade reinforcing steel requirement and allowed for use on the Azalea-Glendale Section and the East Marquam Interchange. The quantity of fabric involved for both projects is approximately 7,700 pounds. The cost involved for a machine setup, plus freight on this quantity, has prompted us to make this request. YES FK

We hope you will consider both requests favorably and call us if there is any question.

Yours very truly,

SOULE' STEEL COMPANY

Fred A. Webster
Engineering Supervisor

FAW db

RECEIVED
APR 7 1965
STATE HIGHWAY ENGINEER

4/7/65

RECEIVED
APR 13 1965

FOR FILING
405-9(9)2.2
0597

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 8, 1965

To: MEMO TO THE FILES

SUBJECT: S.W. Montgomery-S.W. Broadway Sec.
Stadium Fwy.

This morning I received a phone call from a Mrs. Brown, who lives across from the old St. Helens Hall. She says that for months the neighborhood has put up with dust, dirt and smoke from building demolition. She has tried to start her Spring house cleaning and had her drapes cleaned at a cost of $100. Now, burning has started again and cinders, ashes and smoke are coating the house inside and out.

Mrs. Brown points out that buildings along our right of way have been taken down brick by brick, but when Portland State College demolished buildings on their projects, the work was completed in a few days with very little inconvenience.

A. V. Benedict
Assistant Metropolitan
Engineer

AVB:ds

cc: F. D. Morgan
J. J. Smith
R. V. Jackson
Wm Maltby
E. Klaboe

NOTED
F. B. KLABOE

CONSTRUCTION DIVISION
RECEIVED
APR 9 1965
NOTED
COE

RECEIVED
APR 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 13 1965
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 2816

Salem, Oregon
March 19, 1965

Agenda Item 4-j

Mr. F. B. Crandall
Traffic Engineer
Building

Attached is a partially signed copy of an agreement with the City of Portland covering installation of illumination on S. W. Montgomery-S. W. Broadway Section of Stadium Freeway (I-405) in the city.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City of Portland.

Secretary

rm
Attach: 1

RECEIVED
MAR 18 1965
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-405-8(9)
Vol 27

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 17, 1965

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

ATTENTION: Mr. J. W. DeYoung, Jr.

RE: Adjustment of Telephone Conduit
Sunset Interchange Structures
(S.W. Montgomery St.-S.W. Broadway Section)
Stadium Freeway - Multnomah County
Project No. I-405-8(9)302

Gentlemen:

Your proposal and sketch presented in your letter of December 30, 1964 have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of March 1, 1965.

Please remit a check to this office at your earliest convenience, in the amount of $12,000.00 as agreed in the above-mentioned letter. This amount to be credited to the above project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shawy
A. W. Parsons
L. H. Young (2)
C. H. Maison
F. B. Klaboe
Wm. Maltby
B. P. Huntley
Jack Hesla

RECEIVED
MAR 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 4 - 1965
FOR FILING

I-405-B(9)302
[illegible]
10577

March 3, 1965

Oregon State Highway Commission

Gentlemen:

A State-City agreement has been prepared covering installation of illumination on the S. W. Montgomery-S. W. Broadway Section of the Stadium Freeway (Interstate Highway 405), Multnomah County.

This agreement has been executed by the City of Portland and provides that the State shall do the work as a part of the Interstate project at an estimated cost of $26,500 and maintain the luminaire units after installation. The City is to pay for all electrical energy consumed.

Your approval of the agreement and authority for the Secretary to sign for and on behalf of the Commission is requested.

This matter will be on the agenda for your consideration at the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
Fred Klaboe

njc fn

Form CD-121 (11-63) (Pres. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

RECEIVED
MAR 4 1965
FOR FILING
I-405-8(9)302
6.2.12

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 1, 1965

In reply refer to: 08-35.4-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(9)302
S.W. Montgomery to S.W. Broadway (Portland)
Pacific Northwest Bell Telephone Company Adjustment

We concur in the plan you recommend, which proposes raising in place the subject company's non-reimbursable cable relocation as presented in Mr. Litchfield's letters of January 27 and February 24, 1965.

The $12,000 amount negotiated between you and the company as the additional cost to the highway contractor and payable by the company shall be credited to the project in which Federal-aid would participate.

NOTED
LLOYD R. SHAW

Copies To:
Litchfield
Young
3-10-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 9 - 1965
FOR FILING

405-8(9)B02
6577

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 3, 1965

To: TO THE FILES

SUBJECT: Stadium Freeway Signing

Messrs. Weller, Bergstrom, Fowler and myself of the City of Portland and Messrs. George, Peterson and myself met in the City Yesterday morning to discuss the proposed signing plans for this section.

We first discussed the possibility of whether or not we should name this freeway. It was the unanimous opinion of all that we should not be in signing streets for things to take place following this we discussed the alternate that should that be held use destination signing such as "Seattle", "Mt. Hood", "Astoria Bridges" and "Salem" wherever appropriate. We should also stick to street names wherever possible on off-ramps.

Mr. George has the rough sketches of the proposals and will take them back to Salem and immediately work up finished drawings.

F. D. Klaboe
Metropolitan Engineer

FDK:sh

cc Mr. L. E. George
Mr. Dennis Peterson

NOTED
DESIGN ENGR.

NOTED
TOM EDWARDS

NOTED
L. E. GEORGE

RECEIVED
TRAFFIC ENGINEERING

NOTED
TRAFFIC ENGINEER

RECEIVED
FEB 1 - 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
January 27, 1965

Mr. A. W. Parsons
Divisim Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Adjustment of Telephone Conduit
Sunset Interchange Structures
(S.W. Montgomery-S.W. Broadway Section)
Stadium Freeway
Multnomah County

Dear Sir:

Herewith you will find two copies of letters from Mr. J. E. Hill of the Pacific Northwest Bell Telephone Company dated November 30, 1964 and December 30, 1964, and two copies of our drawing showing the Pacific Northwest Bell Telephone Company conduit protection plan on this section of the Stadium Freeway.

The telephone company owns an underground cable which occupies S. W. Montgomery Street and, therefore, any cost for adjusting this must be borne by the company. In order to relocate this cable so it will conform to our proposed construction it will be necessary to raise this cable from its present position (3 feet below the surface of the street) to a position as shown on this drawing.

This may be accomplished in either of two ways: (1) Splice in a temporary bypass for the duration of construction and then install a new cable on the structure at a total cost of about $35,000.00; (2) Raise this cable in place as shown on this drawing at a cost of about $10,000.00 and build the structure around it.

The latter method is recommended but will involve additional cost to the State, since our contractor will have to work around this cable in its new position. Our Bridge Department has estimated the additional cost to the contractor would be $12,000.00. We have met with the telephone company and propose that the company pay the State this amount and relocate their plant as shown on this drawing.

NOTED
P. M. STEPHENSON

Mr. Hill's letter of December 30, 1964 agrees the company will pay the State $12,000.00 if allowed to perform the work in this manner, since they will still save about $13,000.00 over the first method proposed.

Please review our plan for handling this conflict and advise us of your approval at an early date. The telephone company is anxious to begin their work as soon as possible, since this project is scheduled for our bid opening of April 6, 1965.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

encs.

cc: P. M. Stephenson
I. D. Merchant
F. B. Klaboe
Jack Hesla

FORM E-30 6ON 7-64 SP*6228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1965

SUBJECT: Pacific Northwest Bell Telephone Co.
Conduit Protection Plan over Sunset
Interchange Structures along
S. W. Montgomery Street
Bridge Nos. 9254 F and H

To: Mr. F. D. Morgan
Construction Engineer
O F F I C E

Attention: Mr. Ted Litchfield
Utilities Liaison Engineer

We are attaching three prints of our drawings showing the proposed method of handling the Pacific Northwest Bell Telephone Company's conduit along S. W. Montgomery Street in the area of the two structures in the interchange.

This conduit will be supported through the new S. W. Montgomery Street and on top of the Canyon Stadium Connection structure.

We are also attaching three xerox copies of the letter from Pacific Northwest Bell Telephone Company by Mr. J. E. Hill in which he says that they agree to pay the cost of $12,000 which we estimate would be the excess cost to build the bridges and freeway with the Telephone Company conduit in the proposed location instead of rerouting the line around the area.

We are sending you this material in order that you may obtain the necessary permission from the Bureau of Public Roads to proceed in the manner outlined.

Will you please obtain this clearance as soon as practical.

Theo. C. Roake
Assistant Bridge Engineer

TCR/mm

Attached

CONSTRUCTION DIVISION
RECEIVED
JAN 22 1965
NOTED- ☐ CE ☐ ACE ☐ ACE ☐ COE

PACIFIC NORTHWEST BELL TELEPHONE COMPANY

Portland, December 30, 1964

State of Oregon
Highway Department
Salem, Oregon

ATTENTION: T. W. Litchfield, Utilities Liaison Engineer

Gentlemen:

This concerns the rearrangements of our telephone plant on S.W. Montgomery Street between S.W. 13th and 14th Avenues necessary for the new Stadium Freeway.

In our letter of November 30, 1964 to Ivan D. Merchant, Bridge Engineer and discussed further between us, we propose rebuilding our conduit in a manner to permit the overcrossing structure to be built around it.

You have quoted the amount of $12,000 as the excess cost required to build the overcrossing structure in such a way. We feel that we can pay this amount and still make substantial savings over the usual method of relocating our plant.

Attached are details showing how our conduit would be rebuilt. These details undoubtably will need some revisions since your final plans are not yet available.

If there are any questions please call me at 233-4066.

Supervising Engineer

JEH:la
cc: Jack Hesla

CONSTRUCTION DIVISION
RECEIVED
JAN 8 1965
NOTED-- CE ACE ACE COE

NOTED
T. C. ROAKE

Len making drwg.
Then to B.P.R. for OK.

FORM E-30 20M 7-64 SP*6229-734

CONSTRUCTION DIVISION
RECEIVED
DEC 17 1964
NOTED- C. ACE ACE COE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 17, 1964

To: Mr. T. W. Litchfield
Utilities Engineer
O F F I C E

SUBJECT: Stadium Freeway Undercrossing
Montgomery Street
S. W. Mill Street-S. W. Broadway
Section
Stadium Freeway
Multnomah County
Bridge No. 9254F

As the result of our meeting in Mr. Merchant's office last week regarding the proposal of the Pacific Northwest Bell Telephone Company to make a permanent installation of their linesacross the subject bridge prior to its construction; we are attaching a xerox copy of their letter and proposal, along with three prints of a sketch showing the relative positions of the present street elevation, a new street grade line, and the position of the Stadium Freeway.

As was mentioned at the meeting, we are concerned as to whether the Telephone Company is aware of the fact that the new grade line will be about five feet above the present street and whether they have enough slack in their lines to raise them more than five feet above the level which they apparently planned on placing the lines. Also, if their proposal should be accepted or allowed, it would be necessary to place the wide flange beam above the level of the present street until the street was closed. As the new location of the telephone lines are approximately at the present curb lines, something might be worked out in regard to this matter.

At the meeting last week it was the consensus of opinion that you meet with Mr. Hill of the Telephone Company and others, if necessary, and place the problems before them, noting their reactions; telling them that we estimate that the cost of allowing them to make their proposed move would be in the neighborhood of $10,000 to $12,000; this cost being due to what we figure the contractor would increase his bid to offset the additional cost of working around the installation.

You might explain to them also that due to the intangibles involved in this working around the installation, no method of payment has been decided upon.

As it is planned to call for bids for the construction of this section at the April 6 meeting of the Highway Commission, and due to the fact that the Telephone Company will require several months to order material to reroute their lines if this proposal of theirs cannot be used, we hope that you will give this matter your earliest attention.

Theo. C. Roake

TCR/mm
cc: Mr. Jack Hesla

Theo. C. Roake
Assistant Bridge Engineer

Note: Hesla + I discussed this with Jim Hill of Pacific Co on 12-18-64. I asked him to say since $12,000 for anticipated additional cost. His tentative reaction, but will confirm on Monday. Discussed with Ronk today 12-21-64. I

TCE

PACIFIC NORTHWEST BELL TELEPHONE COMPANY

Portland, November 30, 1964

Oregon State Highway Department
Salem, Oregon 97310

ATTENTION: Ivan D. Merchant, Bridge Engineer

Gentlemen:

This concerns the rearrangements of our telephone plant on S.W. Montgomery Street between S.W. 13th and 14th Avenues necessary for the new Stadium Freeway.

As discussed between Mr. Roake and myself, we suggest that we relocate and rebuild our conduit structure to a position where Bridge No. 9254F could be built around it. This would be accomplished by placing the conduits in a WF beam which would be supported on temporary pilings driven below subgrade of the new freeway. Attached are two drawings showing how this would be done. The details are not complete since the final details of the structure are not yet available to us.

Our conduit across Bridge No. 9254H, which we understand will be a tunnel, will be dug up and supported above the top of proposed tunnel on a suspension structure. After the tunnel is completed we will lower our conduit back into the street.

We recognize that using this method would cost the Highway Department extra due to the added difficulty of excavation and forming around the beam. However, we are hopeful that we can negotiate and arrange to reimburse the State for the added cost and still make substantial savings over the usual method of relocating our plant.

We ask for your early consideration of this proposal so we can make our plans firm as soon as possible. If you have any questions please call me on 233-4066.

RECEIVED
OREGON STATE HIGHWAY DIV.
BRIDGE DIVISION
DEC - 3 1964
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

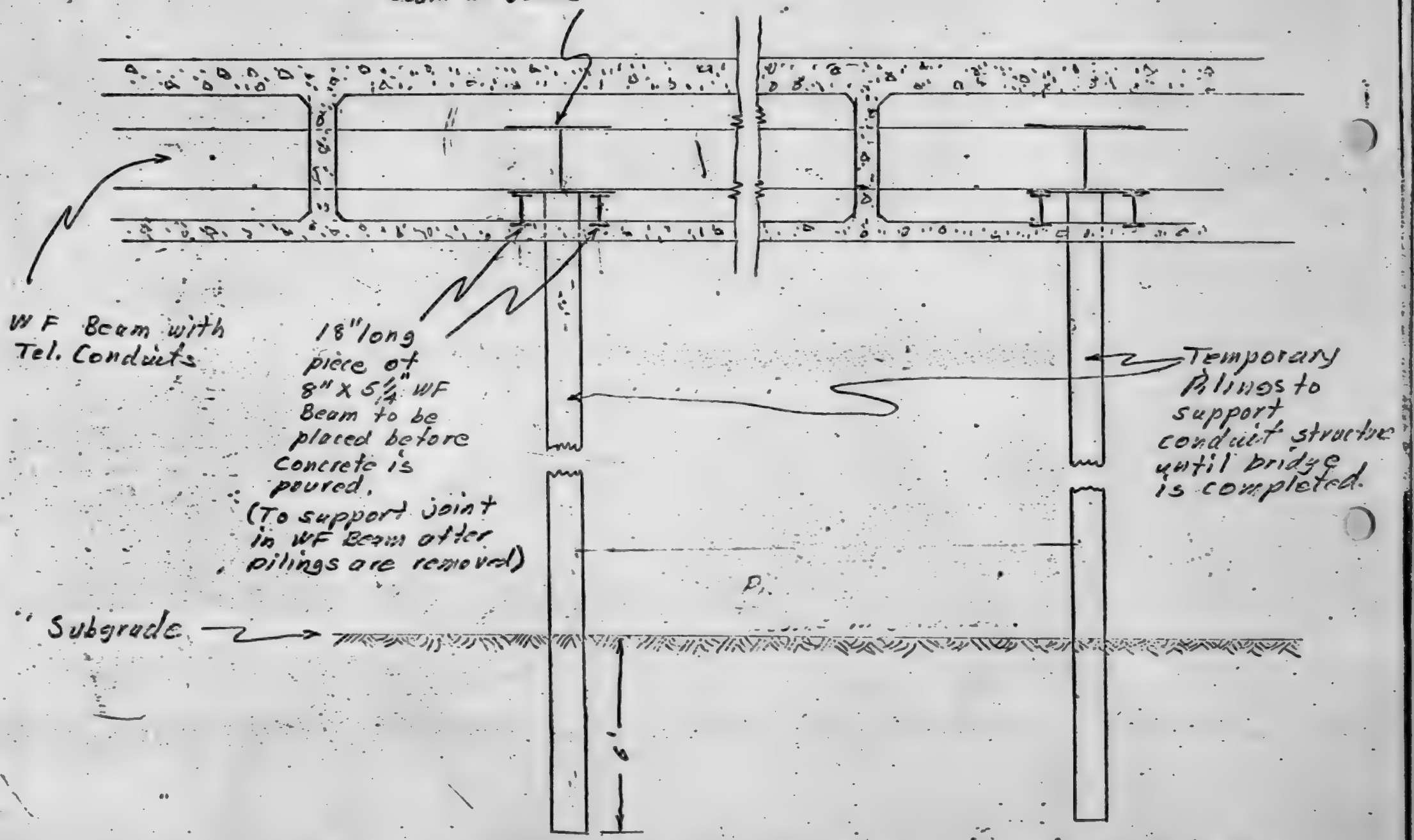
Supervising Engineer

NOTED
T. C. ROAKE

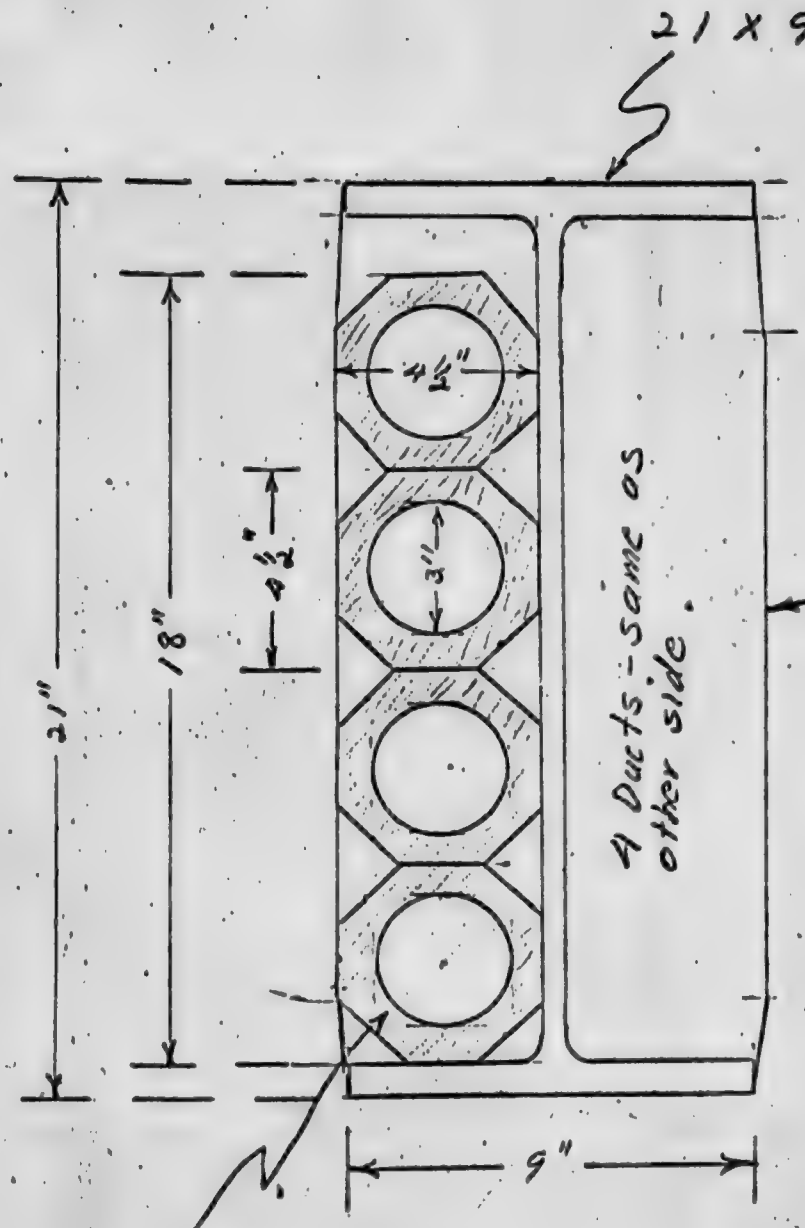
JEH:la
cc: Jack Hesla

Tell Quinn this will be on Thurs. Dec 10th

Pilings to be spaced so as to be approximately in the center of each cell.


1" Plate 9" X 24" Welded to top and bottom of WF Beam at joints
WF Beam with Tel. Conduits
18" long piece of 8" X 5¼" WF Beam to be placed before Concrete is poured. (To support joint in WF Beam after pilings are removed)
Temporary Pilings to support conduit structure until bridge is completed.
Subgrade
5'

Partial Longitudinal section of Bridge No. 9254F showing Proposed WF Beam with Tel. Conduits



Conduits to be held in place by binding straps placed at 3 foot intervals

3" I.D, Creosoted Wood Conduits

Cross section of WF Beam with Tel. Co. Conduits.

RECEIVED
JAN 19 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 12, 1965

To: Mr. F. B. Crandall
Traffic Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Proposed Signing Plans
Jefferson Street-Broadway Section
Stadium Freeway

Several days ago we received a copy of the signing plans for this project. Mr. Edwards also phoned instructions that we were to study these plans and to submit comments on them.

There are basic patterns developed on these proposals to which we have serious question. To be more specific, we wonder about the use of signing to a named highway such as "West Side Freeway." We believe that it is a mistake to substitute a highway name for the usual destination designations for the following reasons:

1. The primary information that a motorist desires is, "Where will this highway take me?" Advising them of the name of the facility is, in our opinion, of secondary importance.

2. If a policy is to be developed which will advise the motorist of the name of the highway rather than the destination, it is felt that it should be first attempted on a section having much more length than this one.

In keeping with this suggestion, we have developed new legends for the plan. We have also made several suggested changes in vertical arrows to conform better with the number of lanes that will exist. A copy of these plans showing our proposals in red pencil are enclosed.

You will note that we have also eliminated the designation "Beaverton" and substituted "OMSI" and "Astoria". Very possibly a word such as "Zoo-OMSI" could be used in place of "OMSI" to designate both the museum and the zoo. In other cases we suggest designations of US 30, Seattle, Salem, Mt. Hood in place of your proposal of West Side Freeway.

Approved: TOM EDWARDS
MOTED

In one case we recommend the addition of a sign bridge. This bridge is proposed at the northbound Everett Street off-ramp because: (1) It better conforms to the basic pattern found elsewhere throughout the plans; and, (2) It will better handle the dropping of a mainline lane at this point. We have not checked the sight distance for this proposed sign bridge, but believe that it can be so located as to properly perform. We have also added to this installation a cantilever sign about 500 feet in advance of the gore point.

I realize that if our suggestions are adopted, almost every major sign would be changed. I would therefore welcome the opportunity to discuss this matter at further length with you. Incidentally, I have not conferred with the City Traffic Department on these suggestions, feeling that we should get together on a single State Highway proposal before the matter is taken up with the City.

I also realize that it may be necessary to change some of the designations suggested by me in order to make the signs fit into conforming patterns of size.

If the designation of West Side Freeway is eliminated from this signing pattern, we will have to review the legends for four signs to be installed under Contract 6331, S. W. Broadway-Ross Island Bridge Section.

Original Approved by F. B. Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK:sh

Enclosure

cc Mr. Tom Edwards
Mr. F. D. Morgan
Mr. Dennis Peterson
Mr. William Maltby
Mr. Jay B. Boyd

Commissioners
Thilent Cronenough, Coquille
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Wayne E. Phillips, Baker

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

January 11, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed plan title sheets for three projects, enclosed with your letter of January 6, 1965.

The three projects are:

1. S. W. Montgomery-S. W. Broadway Section, Stadium Freeway, Multnomah County. Scheduled for April 6, 1965 letting.

2. Washburn Way-Shasta Way Section, Klamath Falls-Malin Highway, Klamath County. Scheduled for April 6, 1965 letting.

3. Klamath Falls Section, The Dalles-California Highway, Klamath County. Scheduled for February 23, 1965 letting.

There will be no conflict with wildlife resources as a result of any of the above projects. We appreciate the opportunity to present our comments.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
F. B. Klaboe (2)
J. F. Putnam (4)

RECEIVED
JAN 8 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
McCOND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 6, 1965

Mr. P. W. Schneider
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Dear Sir:

Enclosed are three plan title sheets on the following projects. Would you please give these your special attention and recommendations as soon as possible.

S. W. Montgomery-S. W. Broadway Section, Stadium Freeway, Multnomah County. Scheduled for April 6, 1965 letting.

Washburn Way-Shasta Way Section, Klamath Falls-Malin Highway, Klamath County. Scheduled for April 6, 1965 letting.

Klamath Falls Section, The Dalles-California Highway, Klamath County. Scheduled for February 23, 1965 letting.

This data is forwarded to satisfy requirements of the Bureau of Public Roads in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Very truly yours,

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

Enc.
BG:fp
cc L. P. Shaw
L. H. Young
T. C. Roake
Frank Hall
J. E. Morelock
F. B. Klaboe (2)
J. F. Putnam (4)

RECEIVED
JAN 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FILED
LLOYD P. SHAW

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN

Page 1 of 4 Pages

RECEIVED
DEC 8 - 1964

Section S.W. MONTGOMERY-S.W. BROADWAY Highway STADIUM FREEWAY (I 405) County MULTNOMAH Prefix 2-1[illegible]

Res. Engr. _____ Approx. Length _____ Miles. Sta. 448± to Sta. 477± Date 11-25-64

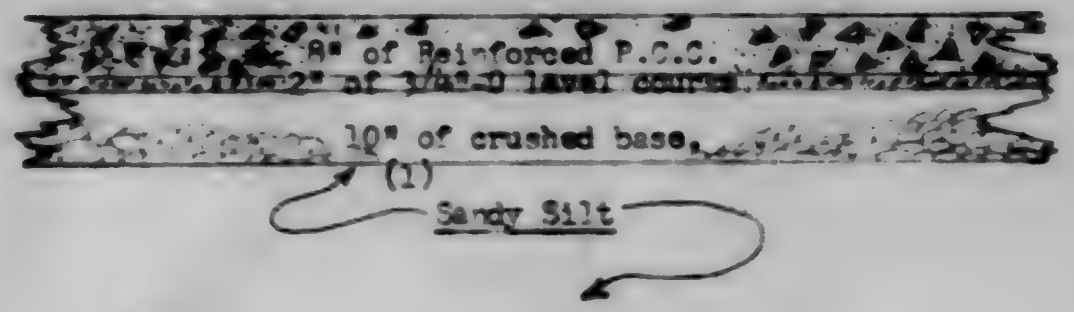
Truck A.D.T. 1040 Traffic Coefficient 10.7 18 kip s.a. per day 730.1.

Annual Precipitation 44± Frost Penetration _____.

(1)
Typical Soil
26 LL
0 PI
%P 10
79 %P200
0 %Gravel
0 %C Sand
21 %F Sand
73 %Silt
6 %Clay
10 "R" Value (Corrected)
100 Estimated k

AASHO CLASSIFICATION:
A-4 (P)

MATERIAL SOURCES:
To be determined by the Engineer.



NOTE:
This revision supercedes the Project Base Design approved 9-13-63.
It is recommended that a minimum 15% of the coarse base pass the #40 sieve, this will provide protection against the possible infiltration and contamination of the base course by the fine-grained soil subgrade.

CBE Total Req.		Actual Thick.	
		8	R.F.C.C.
		2	Level
		10	Cr Ba...
		20	

11-25-64

NOTED
LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by J. W. Yarbrough, Staff Assistant Recommended by O. A. White, Engineer of Materials

Recommended by L. L. Becker, Construction Engineer Approved by [signature], Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN
"OTHER ROADS"

Section S.W. MONTGOMERY-S.W. BROADWAY Highway _____ County _____ Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta._____to Sta._____ Date _____

Truck A.D.T. See below Traffic Coefficient _____ 18 kip s.a. per day _____.

Annual Precipitation See Page 1 Frost Penetration _____.

(1)
Typical Soil
LL
See PI
Page %P 10
1 %P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

AASHO CLASSIFICATION:

Truck A.D.T.	Wear. Surf.	PMBB or Level	Crushed Base	CBE Total Req.	Credit	Actual Thick.	
Connection to	1½" AC (Final)					24"	(Immed)
Sunset Highway	3½" AC (Immed)	3" PMBB	17½"	32"		25½"	(Final)
240 - 600	3½" AC	2" 3/4"-0	10½"	22½"		25"	
90 - 240	3½" AC	2" 3/4"-0	16½"	25½"		21½"	
30 - 90	3" AC	2" 3/4"-0	14½"	22½"		10½"	
8 - 30	2" AC	2" 3/4"-0	13½"	19½"		12½"	
1 - 8	1½" AC	2" 3/4"-0	11½"	16½"		15"	
Cars Only	1½" AC	2" 3/4"-0	7½"	12½"		11"	

Should an oil mat or gravel wearing surface be used in lieu of A.C. the "Required Total Thickness" would be equal to the depths shown in the "Crushed Base Equivalent" (CBE) Column. If crushed base is substituted for Plant Mix Bituminous Base, 2" of 3/4"-0 level and 20" of bottom course should be used.

SECTION: S.W. MONTGOMERY-S.W. BROADWAY

HIGHWAY: STADIUM FREEWAY

COUNTY: MULTNOMAH

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT Estimated 42,500 (Total)

B. Future ADT Estimated 93,000 (Total)

C. Mean ADT Estimated 70,250 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 6

F. Percent Trucks Estimated 3.5 to 4 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 1.85% x (C) 70,250 = 1300

H. % Trucks in Design Lane 80 %

I. Trucks in Design Lane (G) 1300 x (H) 80 % = 1040

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.66

= 10.7

SECTION: S.W. MORRISON - S.W. BROADWAY

HIGHWAY: STADIUM FREEWAY

COUNTY: MULTNOMAH

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good __X__ Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See Remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: P.C.C. or A.C.
7. Stage Construction: Not Applicable
8. Improved, Surface, or Elevated Design: Permanent
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: See Remarks
11. Construction Considerations: No special problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: local government has expressed a preference for the use of P.C.C. on the Portland Freeway System.
13. Traffic Safety: Continuity of pavement surface and delineation
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Not a problem

CONCLUSIONS AND REMARKS:

Traffic volumes are extremely heavy and include heavy commercial vehicles. Long concrete structures relatively close together will result in stretches of concrete surface. These should be connected with concrete pavement to provide surface and texture continuity. Ramp and shoulder delineation is very desirable as a traffic feature.

I-5-2(47) Azalea-Glendale Jct. Sec., 1965
82 Pac. Hwy. (Grad., Pav.,
#6578 Struc. & Sign.) Folder #2

#6578

GEORGE LUOMA
DONALD S. KELLEY
WILLIAM C. WOLKE
[redacted]

LAW OFFICES
LUOMA, KELLEY & WOLKE
POST OFFICE BOX 937
ROSEBURG, OREGON 97470

TELEPHONE (503) 672-5544
PROFESSIONAL CENTER
SUITE 206

WARREN A. WOODRUFF
OF COUNSEL

DATE: September 22, 1975

RE: Richard Mulkiewiecz - Azalea-Glendale, Pacific I-5 Highway, Douglas County

TO:

Dora Folsom, Right of Way Agent
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon

RECEIVED
SEP 2 C 1975
LEGAL

Enclosed please find the Permit of Entry together with the Release we are forwarding in behalf of Richard and Linda Mulkiewiecz. Please note that he has inserted the Recorder's number in the Release where the property is more particularly described.

RECEIVED
SEP 24 1975
ROSEBURG R/W

LUOMA, KELLEY & WOLKE

By William C. Wolke
William C. Wolke

WCW:da
Encls.
cc: Mr. and Mrs. Richard Mulkiewiecz

NOTED
H. S. COULTER

RECEIVED
SEP 26 1975
Office of
Assistant State Highway Engineer

PERMIT OF ENTRY

File No. _____

Name Richard Mulkiewiecz

Azalea - Glendale Junction Section

Pacific (I-5) Highway

Douglas County

Oregon State Highway Division
State Highway Building
Salem, OR 97310

Gentlemen:

In order to permit the Highway Division of the Department of Transportation to proceed with the construction of four rock dikes along the right bank of Cow Creek and for the removal of a protrusion on the left bank, the undersigned does hereby grant the State of Oregon, by and through its Department of Transportation, its employees, agents or contractors, the right to enter upon the real property described as follows:

See map

Dated this 16 day of September, 1975.

Richard L. Mulkiewicz
Signature

Linda D. Mulkiewicz
Signature

Note

Please let us know when work will begin and when expected to be completed.

Thank you,
Richard L. Mulkiewicz
17903 Gustin Rd.
Perris, Calif.
92370

RELEASE

This release is made and executed on this 14 day of August 1975, by RICHARD MULKIEWIECZ and LINDA MULKIEWIECZ (Owner) to the STATE OF OREGON, by and through its Department of Transportation, Highway Division (State);

RECITALS

Owners are the legal owners of certain real property situated in Douglas County, T32S R5W, section 22, NW of Interstate 5 right of way line and north of Cow Creek; which property is more particularly described in that deed recorded in ~~Book~~ 73-7503 (instrument number), ~~Page~~ _____, Douglas County Deed Records;

In carrying out highway construction on the Azalea-Glendale section of the Pacific Highway, State made certain changes in the flow and direction of Cow Creek;

A claim has been made that State in carrying out the highway construction caused damage to Owner's property for which Owner seeks compensation;

State, without admitting responsibility for Owner's damages nevertheless desires to achieve a reasonable settlement with Owner which will foreclose any further claims;

It has been agreed between Owner and State that the bank and property improvements described in exhibit A constitute resonable compensation for any damage caused to Owner's property by State sonstruction as a result of activities described above.

AGREEMENT

In consideration of bank and property improvements to be performed by State, Owner hereby releases State, its Transportation Commission, officers, agents, and employees from all and any claims for damages to Owner's property arising out of construction work the aforementioned section of the Pacific Highway, it being the intention hereby to execute a full release of all present, past and future claims of every nature whatsoever in connection with or arising out of construction of said section of highway and to forever terminate all controversy of whatsoever nature connected with the aforementioned claims.

Owners covenant to and with State, its successors and assigns, that they are the present legal owners of the above mentioned real property and that they have a legal and valid right to execute this release.

Richard Mulkiewicz

Linda Mulkiewicz

STATE OF CALIFORNIA, County of Riverside

September 15, , 1975. Personally appeared the above named Richard Mulkiewicz and Linda Mulkiewicz who acknowledged the foregoing instrument to be their voluntary act.

Before me:

OFFICIAL SEAL
BETTY C. ASHLEY
NOTARY PUBLIC-CALIFORNIA
RIVERSIDE COUNTY
My Commission Expires July 31, 1977

17940 Van Buren Blvd., Riverside, CA. 92504

Betty C Ashley
Notary Public for California

My Commission expires
July 31, 1977

EXHIBIT A

The proposed solution to the problem of erosion of the subject property involves the construction of rock dikes (groynes) at four locations along the right bank of Cow Creek between the southbound structure over Cow Creek and the Mulkiewiecz house about 600 feet downstream. Their purpose is to move the thread of current away from the right bank a short distance toward the center of the stream. This will prevent undermining of the right bank which is causing it to topple into the stream and wash away.

These rock dikes will extend from the right bank out into the stream at varying distances, averaging about 20 feet in length, will be about 10 feet in height, a minimum of eight feet across the top and with 1-1/2:1 side slopes. They will be faced up with a three-foot thick blanket of Class 700 riprap to maintain their integrity during flood flows, and will be placed at approximate distances of 100, 200, 400, and 600 feet downstream from the southbound bridge.

In addition to the dikes, the protrusion of the left bank located between the two I-5 bridges will be removed and the channel bank sloped back properly. There may be other minor corrections made during the construction which are not noticeable at the present time. Attached is a line sketch of the subject area and the position of the proposed dikes.

I-5

AZALEA

GLENDALE

I-5

Remove

COW CREEK

QUINE

Gravel

Gra

ditch

RR Lines

Dikes

House

#6-78

B/9

xxxxxxxxxxxxxxxxxxxx

211 State Highway Building

July 7, 1975

1123-5

William C. Wolke
Luoma, Kelly, Woodruff and Wolke
Suite 206 Professional Center
P.O. Box 937
Roseburg, Oregon 97470

Re: Richard Mulkiewiecz

Dear Mr. Wolke

This will confirm our conversation of July 3, 1975, in which you indicated that Mr. Mulkiewiecz would waive all claims against the Highway Division arising out of past Highway Division activities in Cow Creek if the Highway Division acts to protect your bank from future erosion.

As I indicated to you, our Hydraulics Engineer has made a close examination of the erosion problem on Mr. Mulkiewiecz's property and has developed a design for riprap protection (attached). The estimated cost to the Highway Division for performing this work is $8,000.

I am enclosing a form of settlement agreement. If this is acceptable to you and your client, please return this agreement to me with Mr. Mulkiewiecz's signature and I will see to it that the agreement is executed and acted upon by the Highway Division.

I very much appreciate your cooperative attitude throughout this transaction and I assure you that this attitude has been a factor in the Highway Division's acceptance of this settlement.

Sincerely

Patrick A. Randolph, Jr.
Assistant Attorney General

NOTED
H.S.COULTER

PAR:kw;hg

Enclosure
cc - Dick Lenz
Scott Coulter

RECEIVED
JUL 23 1975
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE

Memorandum

TO: Scott Coulter

DATE: June 18, 1975

FROM: Pat Randolph, Jr.

SUBJECT: Cow Creek Mulkiewicz Claim

Dick Lenz has drafted a memo on this claim which I understand Bob Schroeder is forwarding to you. Mulkiewicz's attorney has indicated that they may accept riprap and protection against future erosion in full settlement of the claim. I would like to take Dick Lenz down to Roseburg to discuss such a settlement.

PAR:ch;hg

cc - Bob Schroeder
Dick Lenz

6-23-75

Pat R. —

Sounds like a good idea. - Please proceed with your negotiations toward resolution of this claim. I discussed Dick Lenz's memo w/ Kearsey and Schroeder and we agree conclusions are certainly partially responsible for erosion downstream. HSC

RECEIVED
JUN 19 1975
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

6-23-75
cy Lenz
Shirley

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

June 11, 1975

To: F I L E

SUBJECT: Richard Mulkiewiecz Complaint
Cow Creek
I-5
Douglas County

In response to a request from R. L. Schroeder, Assistant State Highway Engineer, and Alfred Shirley, Jr., Region 3 Engineer, an investigation was made by the Hydraulics Unit into the construction of the highway and first highway bridge over Cow Creek in 1948, the construction of the southbound lanes and second bridge over Cow Creek in 1965, and the pattern of erosion from the time of original construction to the present day.

In 1948 the alignment of the reconstructed section of Highway 99 passed through a reach of braided channel in Cow Creek. This necessitated a channel change which straightened and shortened this reach of streambed downstream to the new highway. It was approximately 2300 feet in length, running generally parallel to the highway, with a curve on the lower end to pass the creek beneath the highway structure. A dike was built and riprapped along the right of way side of the channel change. The most significant effects of this channel reconstruction were containment of high waters within prescribed limits instead of allowing storage on the adjoining flood plain and an increase in velocity because of the increased gradient.

At the northbound structure and upstream for about 300 feet the channel change was aligned quite well with the left (southerly) bank of the creek with the channel widening occurring on the inside of the curve. The original stream channel through this reach and downstream past the old Quines Creek covered bridge appeared to be quite stable with no meandering or braided pattern. Quines Creek enters Cow Creek at right angles about 850 feet downstream from the northbound structure at Cow Creek. The confluence pattern as indicated by the gravel bar and the position of the covered bridge which spanned the area of confluence indicates that peaking of flood flow in Quines Creek occurs while Cow Creek is in flood stage, with Cow Creek the more dominant of the two.

Flights of aerial photography over the subject area are in the files at the main office of the Highway Division. These flights are dated November 21, 1956; February 24, 1964; and June 10, 1974. Examination

of the 1956 flight reveals that no visible erosion had taken place downstream from the highway crossing in the eight years after construction of the highway, bridge, channel change and dike in spite of the fact that in October 1951 there occurred the highest recorded runoff on Cow Creek since 1933. The channel change above, at and below the bridge was still full width with no significant deposition of gravels and no loss of streamside vegetation.

Examination of the February 1964 photographs shows that no erosion had occurred below the bridge as yet; however, a large gravel bar had formed along the right bank through the bridge and upstream around the inside of the curved alignment on the channel change. This is a normal occurrence on any stream transporting gravels--point bars form on the inside of curves and the outside of these curves erodes away to bring the waterway area back into equilibrium. This is the basic action which creates a meandering pattern in streams. In this instance, however, the opposite bank did not erode since it had been protected by riprap. The channel then had to deepen on the outside of the curve in an attempt to compensate for loss of waterway opening, an action which tended to undermine pier footings on the bridge. It also concentrates the higher velocity segment of stream flow against the outside of the channel. As the thread of higher velocities leaves the curve, it will return to the center of the channel and then, depending upon the width of the stream, will attack the opposite bank of the channel unless prevented from doing so by riprapped banks or rock dikes, et cetera.

The stage had been set for such action by the disasterous flood of December 1964 (which was 60 percent larger than any previous flood) as shown in the February 1964 photo. This flood undoubtedly started the erosion pattern along the right bank of Cow Creek downstream from the highway structure. Many of the residents in the Quines Creek area believe that the construction of the southbound lanes and the second Cow Creek structure were the cause of the erosion which has progressed ever since the December 1964 flood. It is my opinion that this is an erroneous assumption on their part and that the 1965 construction could not have caused the erosion experienced downstream since the stream had been stable for 16 years prior to the 1964 flood and the second bridge was on good creek alignment; rather, it was coincidence involving the construction and the flood. I contacted three residents of the area--Mr. Fender (father-in-law of Mrs. Sansum, previous owner of the Mulkiewiecz property), Mr. Charles Dewey, prior owner who sold to Mrs. Sansum, and Mr. Ora Condray, who owns the property downstream from the Mulkiewiecz property. Mr. Dewey is the only person who lived in the area during the period from the original construction through the 1964 flood; he is elderly, crippled, and did not seem to be able to recall any details with dates about the erosion pattern on his former property. The other parties could only relate what had been told to them. It does appear

that the erosion which has taken a strip of land about 180 feet in depth in front of the Mulkiewiecz house did not occur in one or two years but has progressed every year to some degree since the 1964 flood.

Field Observation of Current Pattern

For purposes of orientation, one faces downstream to locate the left and right banks of a stream; at this location the left bank is the outside of the curved channel alignment and is also the southwesterly side of the channel. The westerly end of the structures (Glendale end) is at the left bank. Each bridge is a five-span structure--34', 56', 70', 56', 34' arrangement. The thalweg (low-water channel) of Cow Creek follows the left bank around the curve, passes through the second span from the left of the northbound structure, through the center span of the southbound structure, and crosses the normal channel diagonally to run along the right bank downstream from the right of way line, undercutting the bank through the Mulkiewiecz and Condray properties. As mentioned before, this stream pattern is a natural one to be found at the downstream end of a curved stream alignment. In this instance, the movement is further abetted by a protrusion of the left bank into the stream between the two bridges. This point of land appears to have been manmade during construction of the approach fill on the westerly end, a portion of which was probably then excavated to allow construction of the bridge bents. This has been discussed with Mr. Al Bates, Resident Engineer in Roseburg, and we are in agreement on this assumption.

Conclusions

The erosion which has occurred on the subject property since the 1964 flood has been the result of a combination of factors:

1. Replacing a flood plain storage area and braided channel by the Highway Division in 1948 with a confining channel which is 20 percent shorter in length and therefore steeper in gradient;

2. Restriction of the water area by buildup of a gravel bar on the inside of the channel curvature upstream from and extending through at least the northbound structure;

3. The protrusion of left bank into the stream between the two bridges, apparently remaining from construction of the first bridge in 1948;

4. No provision downstream along the right bank to direct the thread of current back into its normal stream pattern.

Referring to Factor No. 1, prior to the 1948 construction the braided section of channel ended about 500 feet upstream from the northbound structure. The channel downstream from that section acted as a "drainage" channel, figuratively speaking, for the floodplain upstream; there was no main stream with relatively high approach velocities entering the "drainage" channel. Once the braided reach of stream had been bypassed with a straight, confining channel with steeper gradient and higher velocities, flood waters entered the "drainage" channel with an alignment and force capable of eroding a stream bank if not directed back into the main stream pattern.

Factors No. 2 and 3 have been discussed previously. Re Factor No. 4, hindsight is a wonderful thing but some form of groin (rock dike(s)) should have been constructed in 1948 along the right bank downstream from our right of way to redirect the main current back toward the center of the channel.

Corrective Measures

Three possible alternates present themselves--(1) riprap the entire bank from our right of way line downstream to Mr. Mulkiewiecz's furthest property line--approximately 600 feet; (2) construct rock dikes along the right bank at designated points downstream from our right of way line to redirect the main thread of current; (3) purchase the property and construct rock dikes. Alternates 1 and 2 are detailed with cost estimates on the attached sheet.

As mentioned before, Mr. Bates and I have discussed this matter and we are in agreement that whatever else is done, it will be necessary to remove the protrusion of left bank between the bridges back to a normal slope line for the channel.

Stephen H Mercnab

Richard L. Lenz
Hydraulics Engineer

Att.

cc R. L. Schroeder
Alfred Shirley, Jr.
Victor D. Wolfe
Pat Randolph

RLL:mc

CC ESTIMATE FOR EROSION PREVENTAT E MEASURES
COW CREEK - I-5
DOUGLAS COUNTY

ALTERNATE NO. 1

This alternate involves placing riprap and a riprap blanket along the face of the right bank for a distance of 600 feet downstream from the I-5 R/W line. A side drainage ditch enters Cow Creek near the R/W line (downstream). A wedge of riprap about 5 feet high would be placed on the first 300 feet of bank line plus about 50 feet additional along the side drainage ditch. The remaining 300 feet would require fill material to shape a 1½:1 slope for a three-foot thick blanket of riprap about 10 feet high.

Cost Estimate:

Fill Material: 300 feet x 5.6 cy/ft x $2.50/cy		= $ 4,200
10-ft. high riprap:300 feet x 2 cy/ft x $10		6,000
5-ft high riprap wedge: 350 ft. x 1.25 cy/ft x $10		4,370
		$14,570
	+10%	1,460
	TOTAL	$16,030

ALTERNATE NO. 2

This alternate employs 4 rock dikes of riprap-size material. The dikes will be 10 feet high, 8 feet wide on top, 1½:1 side slopes, and about 20 feet long. The first dike will be located just downstream of the confluence of the side drainage ditch with Cow Creek. Additional riprap for a 5-ft. high riprap wedge (as in Alternate No. 1) will be placed for about 100 feet up the side drainage ditch and will join with the first rock dike. The remaining three dikes will be placed at specific points along the 600-foot reach downstream.

Cost Estimate:

1st dike: 100 ft. x 1.25 cy/ft. x $10		= $ 1,250
20 ft. of dike x 6.67 cy/ft. x $10		1,330
Remaining 3 dikes @ 20 feet length each 60 feet x 6.67 cy/ft. x $10		4,000
		$ 6,580
	+10%	660
	TOTAL	$ 7,240

Any additional fill material necessary to reclaim width of bank in front of the farm buildings would be additional to either of the above estimates.

R. L. Lenz
April 30, 1975

LAW OFFICES
LUOMA, KELLEY, WOODRUFF & WOLKE
SUITE 206 PROFESSIONAL CENTER
POST OFFICE BOX 937
ROSEBURG, OREGON 97470

GEORGE LUOMA
DONALD S. KELLEY
WARREN A. WOODRUFF
WILLIAM C. WOLKE

TELEPHONE 672-5544
AREA CODE 503

April 7, 1975

RECEIVED
STATE HWY ENG.
MAY 22'75
REFER TO LEGAL
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
APR 8 1975

Mr. Patrick A. Randolph Jr.
Assistant Attorney General
Department of Justice
106 State Office Building
Salem, Oregon 97310

Re: Richard and Linda Mulkiewiecz - Cow Creek - Interstate 5

Dear Mr. Randolph:

Thank you for your letter of March 28th wherein you indicated that the Highway Department would be conducting an investigation into this matter. My clients certainly will cooperate. Their address is 19903 Gustin Road, Perris, California 92370.

You inquired as to the basis for the statement made at the end of the first paragraph in my letter. This was based on the briefs filed by attorneys for plaintiff and defendant and the memorandum opinion of the Judge on a motion seeking to raise the Statute of Limitations. At that time it appeared to me from reading the memorandum that Judge Sanders ruled that the matter was a continuing trespass. The lawsuit did not go to a determination but was dismissed for lack of prosecution on the part of Mrs. Sansum after she sold the property to Mr. and Mrs. Mulkiewiecz.

Very truly yours,

LUOMA, KELLEY & WOLKE

William C. Wolke

WCW:da
cc: Mr. and Mrs. Richard Mulkiewiecz

P.S. I have numerous pictures that Mr. Mulkiewiecz has furnished me showing the recent damage to his land and, if it would help, he can make arrangements to come up here and meet with the highway staff to point out the changes in the bank.

W.C.W.

4-10-75 Copy to Lenz - How is this study going?

NOTED
R. L. SCHROEDER

RECEIVED
APR 10 1975
Office of
Assistant State Highway Engineer

DEPARTMENT OF JUSTICE

Memorandum

TO: Bob Schroeder
Highway Division

DATE: March 28, 1975

FROM: Pat Randolph
Dept. of Justice

SUBJECT: Bank Erosion - ~~Cat~~ Cow Creek Pacific Highway

...TE.
L. L. JOHNS

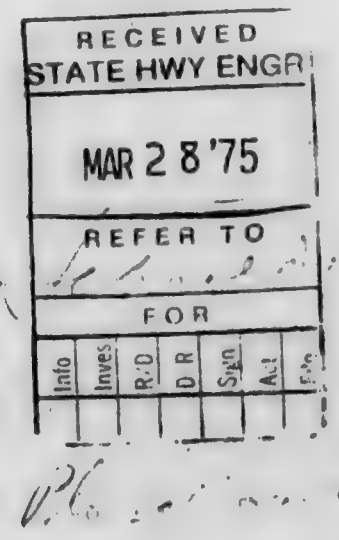
I have investigated the litigation file and the construction file on this matter and have been unable to find a written report justifying the earlier position of the Highway Division that it had no liability in this matter.

We have been sued once and that suit was dismissed for lack of prosecution. However, Mr. Wolke is correct that it is possible a court would find this to be a continuing trespass which would justify the filing of a new lawsuit at this time.

I have no evidence that the trial court actually concluded that there was a continuing trespass in this case as Mr. Wolke suggests.

At this point I would recommend that we send someone out to the location to determine what responsibility the Highway Division has for the division of the stream.

kmb



LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

March 28, 1975

Mr. William C. Wolke
Luoma, Kelly, Woodruff and Wolke
Suite 206, Professional Center
P.O. Box 937
Roseburg, Oregon 97470

Re: Richard and Linda Mulkiewiecz -
~~Cat~~ COW Creek - Pacific Highway

Dear Mr. Wolke

I have your letter of March 3, 1975. Our files relating to the Sansum lawsuit do not indicate that the court made any determination with respect to the nature of the claim or the liability of the Highway Division. I would very much appreciate it if you could provide me with the basis of the statement made at the end of the first paragraph of your letter.

Your clients should be contacted in the near future by a Highway Division engineer who will conduct a field investigation of this matter. I hope they will give him their fullest cooperation so that we may ascertain the exact legal relationship of the parties.

Sincerely

Patrick A. Randolph Jr.
Assistant Attorney General

kmb

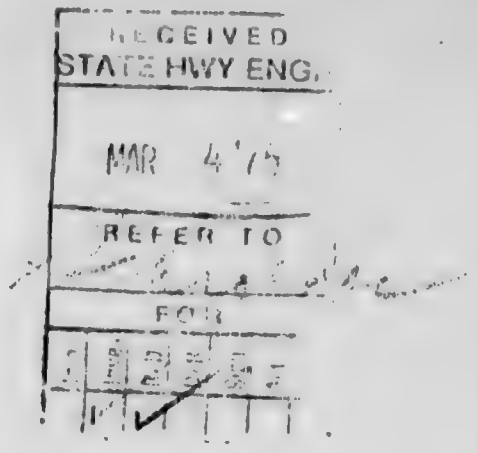
RECEIVED
STATE HWY ENGR
MAR 28 '75
REFER TO
FOR
Info Inves R/D D R Sign

LAW OFFICES
LUOMA, KELLEY, WOODRUFF & WOLKE
SUITE 206 PROFESSIONAL CENTER
POST OFFICE BOX 937
ROSEBURG, OREGON 97470

GEORGE LUOMA
DONALD S. KELLEY
WARREN A. WOODRUFF
WILLIAM C. WOLKE

TELEPHONE 672-5544
AREA CODE 503

March 3, 1975



Highway Division
State of Oregon
State Highway Building
Salem, Oregon97310

Gentlemen:

This firm represents Richard and Linda Mulkiewiecz who are buying on land sale contract certain property in Douglas County, Oregon which is adjacent to Cow Creek and near the Interstate 5 bridge over Cow Creek at the Quines Creek interchange. Mr. Mulkiewiecz has talked to several of his neighbors in the area and has learned that when the State Highway Division constructed Interstate 5 in the area the support pillars for the bridge above mentioned, deflected the course of Cow Creek so as to turn it directly against Mr. Mulkiewiecz's land. The result has been a continual erosion problem which is now becoming quite serious in that his well has been exposed by erosion and the creek bank is now only 8 to 10 feet from the house. Since Mr. Mulkiewiecz bought the property in 1972 from Marian Sansum he has lost about 40 feet of property to the creek. Mr. Mulkiewiecz has talked to several old-timers in the area and has learned that prior to construction of the bridge, the water was not deflected against this property but since construction it has been directed upon his property, causing this erosion. My understanding is that this matter has already been brought to your attention through a lawsuit filed by Marian Sansum in Douglas County Circuit Court, Case No. 38546. This lawsuit was eventually dismissed for lack of prosecution after Mrs. Sansum sold the property to Mr. Mulkiewiecz. I have reviewed that case file and it appears to me that the court determined that the deflection of the water is a continuing trespass, giving a new cause of action each time it happens and each time the land owner suffers damage.

I believe if all parties to this matter gave it their prompt attention we could work out a settlement that would be fair for everyone and not involve a large expenditure of money on the part of the State. For instance it is possible that an

agreement from the State to riprap the bank to at least prevent Mr. Mulkiewiecz's house from falling into the creek would possibly settle the matter. This is something the Highway Department could furnish without undue difficulty to it but it is something that would be extremely difficult for Mr. Mulkiewiecz to perform. Please look into this matter and let me hear from you as soon as possible.

Very truly yours,

LUOMA, KELLEY & WOLKE

William C. Wolke

WCW:da

cc: Mr. Richard Mulkiewiecz

#6578 Folder #3

Azalea - Glendale Sec.

3-4-75 - Sent to Walt Barrie

Anita called

11-1-77 - cannot find file

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Azalea - Glendale	WEEK ENDING: June 25, X 1966
		SECTION PREFIX: 610-1002
	HIGHWAY: Pacific	COUNTY: Douglas
NAME OF JOB: Azalea - Glendale	KIND OF WORK: Grading, Paving, Structures & Signing	
CONTRACTOR: Slate - Hall & Hamilton	CONTRACT NUMBER: .6578	FEDERAL AID PROJECT NUMBER: I-5-2(47)82
DATE OF CONTRACT: 4-27-65	DATE WORK STARTED: 4-30-65	ESTIMATED COMPLETION DATE: 9-30-66
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 33 SUPERVISION 4	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 522	WORK DAYS USED CALENDAR DAYS USED 425
	SPECIFIED COMPLETION DATE: 9-30-66	PERCENT OF TIME ELAPSED: 81
PROJECT AUTHORIZATION: $ 3,098,592.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 84
EXCLUSIVE OF ENGINEERING: $ 2,878,247.68	ENGINEERING AUTHORIZATION $ 220,344.32	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,878,247.68	ENGINEERING COST TO DATE $ 156,240.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 84
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 71 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		PCC Pave
97	95	97	84	7	100		100
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			5.92	5.92		5.92	5.92
MILES PARTIALLY COMPLETED			5.92	5.92		1.50	
MILES COMPLETED			5.75				5.92
TOTAL ESTIMATED QUANTITIES (CONTRACT)			974,900	195,600		51,400	83,000
TOTAL QUANTITIES CORRECTED TO DATE			938,500	195,600		51,400	83,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			909,500	163,700		3,600	83,000
AVERAGE DAILY QUANTITIES						720	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				325		490	
NUMBER OF SHIFTS PER DAY						1	
HOURS PER SHIFT						8	

EQUIPMENT USED DURING THE WEEK: 3 Blades, 2 Loaders, Distributor, Paving Plant, 2 Pavers, Power Broom
8 Trucks & Water Wagon

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT		All Bridges 99% Complete						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Routing
MONDAY	Partly Cloudy			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	Fair			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor has blade and water wagon finishing 150 - 220, has 3 men with flatbed and loader on cleanup. Roy L. Houck Sons rolling binder shot at Quines Creek Interchange and Barton Road. No activity on Structures this week.
TUESDAY	Contractor has blade finishing In - FR median and In left shoulder, 3 men on cleanup. Western Guard Rail setting guard rail posts Ls 150 - 170. Roy L. Houck Sons Brooming binder In 144 - 166.
WEDNESDAY	Contractor has blade and water wagon shaping slopes and median FR 200 - 320 and 3 men and equipment on cleanup. Western Guard Rail setting posts on outside Ls shoulder 170 - 200. Houck Sons brooming binder.
THURSDAY	XXXX Contractor has 2 blades shaping FR median 190 - 320, Loader, flatbed and 3 men shaping foot paths in Rest Areas. Roy L. Houck Sons started paving bit. base, paved 2 ft. widening In 104+50 - 272+50 and part of 144 - 160 and A & B speed change lanes.
FRIDAY	Contractor shaping In left shoulder behind 2 foot widening. Houck Sons paved Rest Areas and 2 foot widening finishing bit base on XXXXXXXXXX the 2 ft. widening and one rest area.
SATURDAY	

REMARKS

Contractor worked shaping shoulders and median this week. Roy L. Houck Sons started paving bituminous base Thursday of this week paved the 2 foot widening on the In line finished one of the rest areas and paved part of the In 144 - 160. Will start laying class B mix next week.

SIGNED R. L. Chapman LOCATION Grants Pass, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUN 24 1966
FOR FILING

I-5-2(47)62

6578

June 24, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Barton Road Interchange
Ashlen-Glendale Junction Section
Pacific Highway (I-5)
Douglas County

Reference is made to your letter of May 27 advising us that data previously submitted does not give sufficient justification for construction of the half interchange at Barton Road.

We believe that this is a desirable facility and is necessary for the community it will serve. We request that we be allowed to build the facility with State funds.

Your early approval is requested so that this work may be done under the present contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
L. R. Chandler

ADO:jp arb

D-121 UNITED STATES GOVERNMENT
(Rev. 10-10)

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: May 27, 1966

In reply refer to: 08-35-DB

OM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

BJECT: Oregon Project I-5-2(47)82
Azalea - Glendale Junction Section
Pacific Highway - Barton Road

Mr. Klaboe's May 6, 1966 letter again requests approval for constructing southerly ramps from the freeway to the Barton Road separation structure and cites as justification therefore the benefit-to-cost ratios submitted in Mr. Shaw's March 8, 1965 letter.

Copies of the justification furnished was forwarded to higher authority for their use in determining whether construction of either a half or a full interchange at Barton Road was warranted. As we advised you in our April 8, 1965 letter there was no basis found for altering the previously approved designs of an interchange in the Quines Creek-Barton Road area.

Since no additional justification, other than continued pressure, was submitted in support of your request and since it would be necessary to submit adequate support along with your request to the Administrator, as required in cases such as this, we must, therefore, return your request.

It should be of interest for you to be advised that one of the county commissioners verbally informed us, a few weeks ago, that Douglas County is planning to reconstruct Barton Road from the freeway to the Azalea-Glendale Highway, including a new structure over Cow Creek. Such construction will, of course, provide southbound traffic, from Barton Road, with a freeway connection at Glendale Junction Interchange and involve only minor out-of-direction travel.

REFERRED TO
By Asst. State Hwy. Engr.

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swift
Place
Haroldson
Trout
Scott
Wilson
Litchfield
Olson

RECEIVED
JUN 1 1966
CONSTRUCTION OFFICE
STATE HIGHWAY ENGINEER
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 27 1966
FOR FILING
I-5-2(47)82
6578

June 23, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Inspection-in-Depth Report
Concrete Paving, Azalea-
Glendale Section, Oregon
Project I-5-2(47)82

Dear Sir:

Following are our comments on the findings and recommendations of the Inspection-in-Depth report on the Azalea-Glendale Section:

Item 1: This involved around a specification of 4"-0 material having a typical section depth of 7 inches and being specified to be placed in lifts not to exceed 6 inches. We agree that the specification should have carried at least an allowable 7-inch lift. It might be mentioned that our investigation brought out the fact that the Resident Engineer had brough this discrepancy to the attention of his superiors, but the item was not documented. A complete record of visual compaction also was lacking.

Item 2: Documentation on visual inspection of compaction of 3/4"-0 leveling course was not fully complete as reported.

Item 3: Estimate support records. No field notes or office records or computations were found which would support the quantities for the 4"-0 base or the paving concrete as shown on the monthly estimate. While it is true no records could be found at the time of inspection, we all agreed that there must have been some and they were either not located or had been lost.

Item 4: There were slabs of concrete found where curing compound had not been placed on the edges after the forms were removed. We agree this should have been done.

Item 5: It was found that some of the certifications were not sent with the steel shipments but came several days later. This causes problems in identification of individual shipments. Steps have been taken to see that certifications accompany shipments of this nature.

Item 4: On this project test cylinders of concrete were being cast at the paving site and not at the batching plant.

This has been discussed with the Materials Department and also with Mr. H. A. Scholl, Bureau of Public Roads, and it is believed better to cast these cylinders at the batch plant for control purposes and then make an occasional cylinder at the paving site for correlation as necessary. This will probably go into effect soon. This method appears proper except where ready-mix concrete is delivered; then it will be necessary to make cylinders at the placement site.

Summary: The above-mentioned discrepancies have been fully discussed with the Resident Engineer and the Division personnel. You may be assured we are attempting to eliminate such things from occurring.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaber
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
L. R. Chandler

JHW:bjm srb

Control No. 35-66 KID-(3)2

FORM PR-33D (REV. 10-65) cc:OSHD (Klaboe)
Region (3 cy)
Gen File Wash DC
Auditor(3cy)Admin Mgr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Jackson	I-5-2(47)82

DATE OF INSPECTION: 4-11,12-66, 5-5,6-66

PHASE(S) INSPECTED: Concrete Paving & Base Preparation Support

INSPECTION MADE BY
H. A. Schell, Area Engr
G. R. Brooks, Dist Engr
P. V. Riedl, Area Engr
C. P. Smith, Engr Trainee
Clyde Pike, Auditor

IN COMPANY WITH
OSHD: Ken Berg, Asst Field Test Engr
Al Chapman, Res Engr
Dave Weaver, Engr Tech 1
Chas. Turner, Engr Tech 1
Lloyd Fournier, Engr Tech 1
Oscar White, Head, State Hwy Test Lab
John Walker, Asst Const Engr

REPORT PREPARED BY: H. A. Schell

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☐ OTHER *(Specify)* _____

CONTRACTOR *(Name and address)*
Slate-Hall and Hamilton Construction Co.
7805 SW. 40th Ave.
Portland 19, Oregon

CONTRACT AMOUNT: $ 2,739,804

PROJECT STATUS (% comp.): 65%

LOCATION
AZALEA - GLENDALE SECTION, Pacific Highway, beginning approximately 11 miles southerly of Canyonville (Sta 93+00) and ending approximately 1/2 mile northerly at the Glendale Interchange (Sta 421).

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

(Part of a statewide inspection-in-depth)

A. SCOPE OF INSPECTION

This inspection was on the continuously reinforced concrete paving operation. The inspection performed 4-11,12-66 was mainly for the review of records and supporting material prior to placement of concrete. (The concrete paving operation was just started a week prior to this inspection but was shut down during 4-11 and 4-12.) An additional inspection was performed 5-5,6-66 during the paving operations. Measurement checks were performed on the pavement width (24'), depth 8", steel and its placement 3" (± 1/2), terminal anchors, tie bars, and record samples of aggregate cement and steel. This data is on file in the Division office. The inspection indicated the paving work is satisfactory and is in reasonable conformance with plans and specifications. The inspection included a review of field records for testing frequency of the subbase, concrete aggregate (all aggregate was already stockpiled), supporting data for progress estimates concerning paving materials, an interview of personnel directly responsible for paving and notes, and a review of the batch plant and paving operations.

(more)

B. SUMMARY OF FINDINGS AND RECOMMENDATION:

1. 4" - 0 Stone Subbase 7" Depth

Finding: The placement of this material was accomplished in one 6" lift on one 1" lift. Specifications indicate that the subbase shall be in built-up layers none of which shall exceed 6" in compacted thickness. There is no record to indicate if the material is receiving adequate compaction during placement. The resident engineer indicated a visual inspection was performed but no record was available.

Recommendation: It is difficult to understand how 4" - 0 material can be placed in a 1" lift adequately without much sorting and it is felt that the specifications should indicate a more reasonable lift for such material to insure good field control. The field should also be instructed that when such material is being placed a daily record of visual review should be kept indicating the equipment size and rolling procedure and that adequate compaction is being obtained.

2. 3/4" - 0 Stone Leveling Course 3" Depth

Finding: The only record of visual inspection of rolling was the last two days of placement.

Recommendations: Same as Item 1.

3. Estimate Support for 4" - 0 and Paving Concrete

Finding: No basic field record data was presented to support the progress payment of 93,000 cubic yards of 4" - 0 stone base and 2,400 square yards of 8" continuously reinforced concrete pavement.

Recommendation: It is recommended that a field book be prepared and maintained indicating quantity computations to support the quantity allowed on the estimate and a cross reference made if necessary.

4. Edges of Paving Slab Poured on Friday

Finding: There was no application of a curing compound placed on many of the pavement slabs poured prior to the weekend.

Recommendations: It is recommended that all formed edges of the paving slab be treated after stripping the form.

(more)

5. Reinforcing Steel Certification

Finding: Approximately 24 shipments of reinforcing steel were not accompanied by a certification. It would not be possible to associate the shipments with late certifications sent by the fabricator.

Recommendations: It is recommended that the resident engineer verify the steel has been checked by comparing heat numbers and quantities received with the inspectors record of heat numbers and quantities sampled.

6. Cylinder Casting of Concrete

Finding: During the interview of the field crew it was found that cylinder casting was to be accomplished at the pavement site only. In the event of a poor test it would be difficult to point out the exact reason for the low break if correlative tests had not been performed at the central batch plant. There is a maximum haul of 6 miles to the end of the project.

Recommendations: It is suggested that cylinders be taken at the plant to correlate with results at the pavement slab.

C. REMARKS

On 3000 feet of this paving project a chlorinated latex epoxy (TK-18) was used in curing and treating the surface. Six 55-gallon barrels of this material were used for the 24' wide section. The advantages of the compound are better curing, earlier sawing (18 hrs. vs. 24 hrs.), apparently less spalling, and a tougher surface. Disadvantages of the material are in its application. It is very toxic and even with a respirator the operator was sick the next day. It is felt that a gas mask should be used. Because of this problem it should not be utilized in any metropolitan area unless elaborate precautions are taken to protect the local residents and viewers from the fumes. The cost appears to be slightly in excess of the regular treatment.

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1966
FOR FILING
I-5-2(47)82
65.14

June 20, 1966

Mrs. V. Opperman
Box 24-A, Highway 99 North
Glendale, Oregon

Dear Mrs. Opperman:

Re: Azalea-Glendale Junction Section
Interstate 5, Douglas County

As promised to you in Mr. Cooper's letter of March 21, we have again made a formal request to the Bureau of Public Roads to reconsider their previous decision and grant permission for the added interchange ramps on the south side of the Barton Road structure.

We have again been advised that approval has been refused for the added points of access to and from the interstate facility.

We have also been advised that Douglas County is planning to reconstruct Barton Road from the freeway northerly to the Azalea-Glendale Highway, including a new structure over Cow Creek. This will allow Barton Road traffic, which previously may have avoided crossing the old bridge, the opportunity to travel southerly with a greatly reduced out-of-direction travel.

This will not be a complete replacement for the interchange ramps which were requested but should be a great improvement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
D. H. Moehring
L. R. Chandler

ADO:jr srb

RECEIVED
JUN 21 1966
FOR FILING
I-5-2(47)82
6 : 17

June 20, 1966

Mr. Ben C. Huntington
Superintendent
Glendale Public Schools
Post Office Box 5
Glendale, Oregon 97442

Dear Mr. Huntington:

Re: Azalea-Glendale Junction Section
Interstate 5, Douglas County

As a follow-up on our previous correspondence, we wish to advise you that we again made a formal request to the Bureau of Public Roads asking for reconsideration of their previous decision and to grant permission for the added interchange ramps on the south side of the Barton Road structure.

We have again been advised that approval has been refused for the added points of access to and from the interstate facility.

We have also been advised that Douglas County is planning to reconstruct Barton Road from the freeway northerly to the Azalea-Glendale Highway, including a new structure over Cow Creek. This will then allow the school buses to make a loop through the area in which they pick up passengers by crossing to the old highway at Barton Road rather than backtrack to Quines Creek as was apparently necessary with the old bridge. This will then allow your buses to drive the same pattern as if an interchange existed at Barton Road except that the old highway from Barton Road to Glendale will have to be used both going and coming instead of using it one way and the freeway the other. The difference in time and travel distance will have been reduced to a minimum, short of having the interchange.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
D. H. Moehring
L. R. Chandler

ADO:jr srb

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: May 27, 1966

In reply refer to: 08-35-DB

By: M. E. Martin
District Engineer

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(47)82
Azalea - Glendale Junction Section
Pacific Highway - Barton Road

Mr. Klaboe's May 6, 1966 letter again requests approval for constructing southerly ramps from the freeway to the Barton Road separation structure and cites as justification therefore the benefit-to-cost ratios submitted in Mr. Shaw's March 8, 1965 letter.

Copies of the justification furnished was forwarded to higher authority for their use in determining whether construction of either a half or a full interchange at Barton Road was warranted. As we advised you in our April 8, 1965 letter there was no basis found for altering the previously approved designs of an interchange in the Quines Creek-Barton Road area.

Since no additional justification, other than continued pressure, was submitted in support of your request and since it would be necessary to submit adequate support along with your request to the Administrator, as required in cases such as this, we must, therefore, return your request.

It should be of interest for you to be advised that one of the county commissioners verbally informed us, a few weeks ago, that Douglas County is planning to reconstruct Barton Road from the freeway to the Azalea-Glendale Highway, including a new structure over Cow Creek. Such construction will, of course, provide southbound traffic, from Barton Road, with a freeway connection at Glendale Junction Interchange and involve only minor out-of-direction travel.

Routing

REFERRED TO

By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 27 1966
FOR FILING

I-5-2(47)82
16, 14

JUN 8 1966

32-12

Mrs. Hazel LaChambre
H. & H. Market
Old Highway No. 99
Glendale, Oregon 97442

Dear Mrs. LaChambre:

In letter of May 25 you furnished additional information relative to proposed local traffic facilities on Interstate Route 5 in Douglas County.

Interchanges at Barton Road and Quines Creek were the subject of considerable study by the Oregon State Highway Department and the Bureau of Public Roads. On the basis of potential traffic we in the Bureau of Public Roads found that only one interchange could be justified for construction with public highway funds on this section of Interstate Route 5. Numerous plans were studied, including a split interchange with a pair of ramps being provided at each Barton Road and Quines Creek. The State, however, in consideration of the predominent local preference, requested full interchange at Quines Creek. Based on supporting information furnished by the State we approved the request.

We can appreciate the problems with which you and your neighbors are now faced because of the inadequate wooden bridge now carrying traffic. We can only urge you to continue your presentations in this regard to the Oregon State Highway Department or officials of Douglas County.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

NOTED
F. B. KLABOE

NOTED
FORREST COOPER

H. & H. MARKET

Old Highway No. 99

GLENDALE, OREGON 97442

May 25, 1966

Mr. L. Addison
Bureau of Public Roads
Portland 8, Oregon

Dear Sir:

I am writing in regard to the "Barton Road" overpass, in the Cow Creek section of Interstate "5".

My husband and I have a country store, on old Highway "99", between Barton Road and the Quines Creek Interchange, so we are directly concerned. Most of our wholesalers come from Roseburg but two come from Grants Pass and all of them would benefit from an interchange at Barton Road.

The most "ridiculous" aspect of the overpass is that, after the State and Federal governments have spent close to $1 million on it, State construction stops at an old, wooden, covered bridge, which has been condemned for years and has a 5,000 pound load limit. That wouldn't carry even a small school bus - certainly not a "semi" loaded with groceries or a gasoline truck. In the summer months, big spikes stick up several inches from the planks and in the wintertime, the North approach is practically at Creek level and is impassable, due to the highwater.

Douglas County has been negligent, for years, in providing us with a "20th Century" bridge. It isn't as though we were "poor relation", in this Southern section of the County. Billions of board feet of timber, O&C and Forest Service, have been taken out of this community.

We have a small sawmill, across the road from us, employing 25 to 30 men. Their lumber is all shipped out, by truck, to the South and Barton Road would be their most convenient access to the freeway.

I am not a "chronic griper" but do feel that the residents, in the Barton Road vicinity, have a legitimate complaint.

Thanking you for your patience, I remain

Yours sincerely

Hazel La Chambre

RECEIVED
JUN 20 1966

FOR FILING

I 5-2 (47) 82

6578

Routing

Morgan	Peete
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
JUN 7 1966
STATE CONSTRUCTION DIVISION

477 Cottage Street, NE
Salem, Oregon 97311

June 1, 1966

08-35.DB

Mrs. Leo G. Allen
Highway 99 North
Box 26
Glendale, Oregon 97442

Re: Oregon Project I-5-2(47)82
Azalea-Glendale Junction Section
Pacific Highway

Dear Mrs. Allen:

In accordance with Federal Highway Administrator Whitton's request we are further replying directly to you concerning the subject matter of your May 19, 1966 letter, an interchange at Barton Road on the referenced project.

Traffic requirements between Azalea and Glendale Junction, as shown by studies made by the Oregon Highway Department and reviewed by this office, indicate that the cost of only one interchange for that area is supportable. Much consideration was duly given the matter of location of the one interchange by the Highway Department and local county officials over a substantial period of time, with the final decision being made to construct a full interchange at the Quines Creek Road intersection.

We are deeply concerned with the problem of safety on our highways, particularly in the face of mounting traffic fatalities, injuries, and property damage. We appreciate, also, the problems created by limited access to freeways under such circumstances as exist in the Azalea-Glendale Junction area. Unfortunately there are no easy solutions to these problems. From the standpoint of both cost and safety, additional access points to I-5 in this area are not warranted under the operating policies and regulations governing construction of this freeway type facility.

We are furnishing copies of your May 19 letter, Mr. Whitton's May 27 reply thereto, and this letter to the Oregon State Highway Department, the agency primarily responsible for location, design, and construction of Federal-aid projects in this State, as this matter should properly be taken up with them.

REFERRED TO
[illegible]
BY ASST. STATE HWY. ENGR.

Very truly yours,

A. W. Parsons
Division Engineer

A. W. Parsons
Div. Engineer

Copy to files
6-7-66

Hwy. 99 N. Box 26
Glendale, Ore.
May 19, 1966

U.S. Dept. of Commerce
Bureau of Public Roads
Wash. D. C.
Rey M. Whittaw:

Dear Sir:

We are very disappointed that you haven't given us an inter-Change here at Barton Road. We feel that something should be done about it. and soon. Some of us have maps showing that we would get an interchange and now its all been Changed. Would you please look into this matter soon?

Sincerely,
(Mrs.) Lia G. Allen

RECEIVED
JUN 28 1966

FOR FILING:
I-5-2(47)82
6578

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds
JUN 6 1966
G I-P
U.S. Bureau of Public Roads

Project Name Azalea - Glendale ..... Date May 27, ... 19 66

Highway Pacific ..... Contract No. 6578

County Douglas ..... Prefix 610-1002

Contractor Slate - Hall & Hamilton Constr. Co. ..... F. A. Project No. I-5-2(47)82

Address 7805 SW 40th Avenue, Portland, Oregon ..... Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install temporary directional signs and move signs and barricades as needed. Furnish and place temporary plastic striping, and painted striping as required.

Location by station numbers:

395+00 - 421+00

Estimate of quantities and cost:

Materials and supplies	$ 850.00
Equipment rental	200.00
Labor	400.00
Contractor's percentage (15%)	217.50
Total	$1,667.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work not covered by contract bid items. Work covered by this order has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,098,592.00
Present estimate of project cost, including $1,667.50 for work under this order	$3,098,592.00
Expected under-run / over-run amount	$ --
Expected under-run / over-run per cent	--

Space to right of this line is for use of Salem Office

Submitted by: /s/ A. L. Chapman, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Deputy State Highway Engineer~~

Approval Recommended: /s/ John Quiner, II, Ass't Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer~~ Office Engineer.

SP-8881-734

OREGON STATE HIGHWAY DEPARTME...

APPROVED
Contingent upon modification of
project agreement dated
APR 12 1966 [illegible]
G-I-P

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Azalea-Glendale Date May 10th 19 66

Highway Pacific Contract No. 6578

County Douglas Prefix 610-1002

Contractor Slate - Hall & Hamilton F. A. Project No. I-5-2(47)82

Address 7805 SW 40th Ave., Portland, Oregon Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place Boulders in channel for fish refuge

Location by station numbers:

Ls 262+17, McCollum Creek

Estimate of quantities and cost:

Lump Sum Estimate	Total	$200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As set up in project authorization. Work covered by this order has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 3,098,592.00
Present estimate of project cost, including $ 200.00 for work under this order	$ 3,098,592.00
Expected under-run / over-run amount	$ --
Expected under-run / over-run per cent	--

Space to right of this line is for use of Salem Office

Submitted by: /s/ A. L. Chapman, Resident Engineer

Approval Recommended: /s/John A. Bond, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Ass't. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer ~~Assistant State Highway Engineer~~ Office Engineer.

SP*6131-734

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon ... effective of project agreement if additional funds are ...
MAY 13 1966 ME Martin
U.S. Bureau of ...

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Azalea-Glendale — Date: May 10th, 19 66
Highway: Pacific — Contract No.: 6578
County: Douglas — Prefix: 610-1002
Contractor: Slate - Hall & Hamilton — F. A. Project No.: I-5-2(47)82
Address: 7805 S.W. 40th Ave., Portland, Oregon — Order No.: 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove pavement from existing bridges.

Location by station numbers:

Ln 148 plus or minus, Cow Creek Bridge
Ln 156 plus or minus Quines Creek Bridge

Estimate of quantities and cost:

Equipment Rental	$800.00
Labor	400.00
Contractor's Percentage (15%)	180.00
Total	$1,380.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As set up in project authorization, work covered by this order has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	~~$3,098,592.00~~
Present estimate of project cost, including $1,380.00 for work under this order	$3,098,592.00
Expected under-run / over-run amount	$ --
Expected under-run / over-run per cent	--

Space to right of this line is for use of Salem Office

Submitted by: /s/ A. L. Chapman, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or ~~Deputy~~

Approval Recommended: /s/ Jay B. Boyd, Division Engineer, Ass't

Approved: /s/ L. H. Young, ~~Deputy~~ State Highway Engineer, Office Engineer.

SP-0391-734

RECEIVED
MAY 9 - 1966
FOR FILING

655
654
624

May 6, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Barton Road, Azalea-Glendale Junction Section
Interstate 5, Douglas County

Dear Sir:

As you are well aware, the problem of access for Barton Road was the subject of considerable controversy and correspondence between the County, State and Bureau of Public Roads prior to contracting the present job.

Agreement was finally reached with the County on the basis of the facility under construction with the understanding that the Bureau would keep the issue open for consideration of further supporting data for the interchange legs to and from the south from the Barton Road structure. This is as presented to you by letter of January 15, 1965, and your reply of January 26, 1965. On this basis, the extra right-of-way for these ramps was purchased with State funds to avoid dealing twice and to allow the frontage road on the north side to be built on future alignment.

By letter of March 8, 1965, estimates, benefit-to-cost ratios and sketches on five alternate plans were forwarded to you for your review. These indicated a benefit-to-cost ratio of 0.34 for the plan being constructed, and a benefit-to-cost ratio increase to 1.30 for an added $85,000 expense to construct the ramps to and from the south at Barton Road. These also indicate sufficient justification for more than a single interchange for this combined area, with a benefit-to-cost ratio of 1.54 for full interchanges at both Quines Creek and Barton Road.

Continued pressure for these added ramps is being received from various levels which prompts us to request that you again review this to see if it is not in the public

interest to construct this half interchange. Spacing to the next interchange in each direction is not at all critical, the traffic on both the main line and ramps is light, and the frontage road constructed immediately adjacent to the freeway right-of-way from Burton Road to the Chimes Creek Interchange precludes the necessity or the probability of wrong use of the half interchange.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Kinker
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. M. Young
D. M. Moehring
L. R. Chandler

ADO:jp srb

FORM E-20 50M 3-65 SP*5470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 27, 1966

SUBJECT: Assignment No. 658 FBK
Azalea-Glendale Jct. Section

To: F. B. Klaboe
ASS'T. STATE HIGHWAY ENGINEER

S a l e m

As per your assignment requesting that I meet Mr. Huntington, Superintendent of the Glendale Public Schools, I met Mr. Huntington on Tuesday afternoon, April 26. His problem was the routing of their school buses, the pickup of children and teachers by the buses. The most urgent part of his request was for a half interchange at Barton Park. I explained that this was in the process of negotiation with the Bureau of Public Roads, but that my private opinion was that we would not get approval for this interchange addition.

His statement in general was the concern of the Glendale Public School over "the coming transportation problem revolves around the lack of access at the Barton Road Junction. At the present time their buses pick up about twenty school children at Barton Park and they believe that if access to the freeway is not provided that these children will have to increase the length of their ride about 15 minutes to 30 minutes and will have to ride the bus excess miles each day because the bus cannot pick them up near their homes or at the Barton Intersection. Considerable mileage will be added to their runs of the school buses and general inconvenience will be experienced by all concerned. The frontage road that will run from the Barton Road Interchange to the Quines Creek Interchange will have to serve as a switch back for the buses to pickup the 20 above mentioned children. They believe that these factors merit consideration in the alteration of the plans for the freeway."

I advised Mr. Huntington that I would apprise you of their feelings, but that any change of Barton Park was at this time somewhat doubtful. A copy of his typed notes is enclosed.

L. R. Chandler
DIVISION ENGINEER

LRC:lf
Attach.

RECEIVED
1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 1966
OREGON
STATE HIGHWAY COMMISSION

The concern of the Glendale school over the coming transportation problem revolves around the lack of access at the Barton Road junction. At the peresent time our busses pick up some 20 youngsters at this point and if access to the freeway is not provided these children will have to increase the length of their day from fifteen minutes to ahalf hour and will have to ride the bus some excess miles due to the inability of the bus to pick them up near there homes or at the Banton intersection due to lack of access to the freeway.
Considerable milage will have to be added to the runs of the Glendale busses and goneral invonvenience will be experineced by all concerned. The frontage road that will run from the Barton road interchange to the Quines Creek interchange will have to serve as a switchback for the busses to enable the pick-up of the 20 above mentioned children and it is probable that several of them will have to continue as passengers in the school bus to the end of the run and then be delivered to their homes as the bus comes in from the end of its run.
The increase in the time factor for the bus runs, the additional milage involved in the runs and the over-all inconveinience are factors thaich the school officials of the Glendale district feel should merit some consideration in alteration of plans for the freeway access.

Children and a teacher will live on opposite sides of Freeway at intersection of bus run near Barton Park.

April 12, 1966

Mr. Ben C. Huntington
Superintendent
Glendale Public Schools
Post Office Box E
Glendale, Oregon 97442

Dear Mr. Huntington:

It has come to our attention that we may have misinterpreted your request in our answer of March 29 concerning the access problem on the Azalea-Glendale Junction Section of the Pacific Highway in Douglas County.

In order that we can be absolutely certain of your problem, I am instructing our Division Engineer, Mr. L. R. Chandler, to meet with you to determine the extent of your problem. Mr. Chandler will then forward a report to us of the results of this meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

FEK:erb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Moehring
L. R. Chandler

FORM E-20 50M 10-63 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 1, 1966

Assignment: FBK-624

SUBJECT: Azalea-Glendale Junction Section
I-5 - Douglas County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

Reference is made to subject assignment and the March 16 letter from the Superintendent of Glendale Public Schools. A review of this letter and a map of the area leaves me at a loss to determine what the man wants.

Prior to the freeway there were probably pickups made along the highway. In the future there will be no access, therefore, all homes will be served either along the old road north of Cow Creek, along Barton Road or along the frontage road from Barton Road to Quines Creek. Assuming the County fixes up the Barton Road bridge over Cow Creek (which they stated they would do), this would seem to make a natural loop but would require retracing the old road from Barton Road back to Glendale which should be no great time loss. A southbound on ramp or a northbound off ramp at this point would allow use of the freeway instead of the old road and would make a new bridge over Cow Creek unnecessary as far as school bus routing is concerned.

His suggestion for another "across-freeway access" someplace in the eight to ten miles, along with his statement that only one overpass would exist in this section, seems to point out a desire only for another structure over the freeway. Unless a frontage road of some type is developed south from Barton Road (on the east side of the freeway), there would appear to be no place to put a separation structure that would have any added benefit.

A copy of a portion of the title sheet for the contract is attached showing the area, frontage roads, overcrossing and interchanges.

After rereading the School Superintendent's letter and our reply,

it would appear to be in order to write another reply suggesting that we might have misconstrued his request and that a representative of the Division office would be sent to discuss the problem and clarify any misunderstanding.

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

ADO:jp
Attach

RECEIVED
APR 4 1966
OFFICE
STATE HIGHWAY ENGINEER

11m

& Profile	12 13	Plan & Profile
s, Culv. Ext. Details & Fishway	13A	Plan (Cow Cr. Rest Area)
& Profile	13B	Profile (" " ")
Quines Cr. Interchange)	14	Plan & Profile
e (" " ")		
e (Frontage Road)		
Plan (Quines Cr. Interchange)		
& Profile		
es (Channel Change)		
& Profile		

PLANS FOR PROPOSED PROJECT

GRADING, PAVING, STRUCTURES & SIGNING

AZALEA – GLENDALE JUNCTION SEC

PACIFIC HIGHWAY

DOUGLAS COUNTY

APRIL, 1965

Readv. APRIL 20, 1965

BEGINNING OF CONTRACT PROJECT

STA. 93+00

BEGINNING OF PROJECT I-5-2(47)82

STA. 104+50

Azalea

QUINES CR. INTERCHANGE

Quines Cr.

Elkins Rd.

Fairhill

McCallum Cr.

Frontage Roads

Cow Cr.

Material Source No. 1

Fortune Branch Cr.

BARTON RD. UNDERCROSSING

Swamp Cr.

COW CR. REST AREA

Material Source No. 2

Glendale Jct Interchange

JOSEPHINE CO.

DOUGLAS CO.

T. 33 S.

T. 32 S.

R. 5 W.

R. 6 W.

5000 # Load Limit Bridge (county bridge)

END OF PROJECT I-5-2(47)82

STA. 417+00

END OF CONTRACT PROJECT

STA. 421+00

Glendale High School approx 1 mile

: Structures

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Br. No. 6782A

7340-Br. No. 6783A

ncl. } Br. No. 6783B

ncl. } Br. No. 9347

ncl. 26 } Br. No. 9348

ncl. } Br. No. 9349

ncl. 26 } Br. No. 9351

} Signing

RECEIVED
MAY 16 1966
FOR FILING

MAY 3 1966

32-12

Honorable Wayne Morse
United States Senate
Washington, D.C. 20510

Dear Senator Morse:

With communication of April 26 you transmitted Mrs. Norma Winkelmann's letter and other correspondence relative to the State's plans for interchanges on Interstate Route 5 in Douglas County, Oregon.

The traffic service requirements in southern Douglas County can justify but one full interchange serving Quines Creek Road and Barton Road. Several recommendations have been developed by the State. Tentative plans for one involving a split interchange providing partial service at each of the two roads were approved by the Bureau of Public Roads in an earlier action.

Restudy by the State indicated that the greater traffic demand was at Quines Creek Road. The State's subsequent recommendation for a full interchange at this road to function with service road connections to Barton Road was approved by the Bureau of Public Roads and is now under construction.

We appreciate the concern of Barton Road residents in the lack of direct access to the Interstate route. We hope that Mrs. Winkelmann and her neighbors can understand, however, that it would not be a proper expenditure of public highway funds to invest in additional ramps not economically justified.

Our position in the matter is based on continued study of this section of the Interstate route over the last few years. Mrs. Winkelmann and others interested in direct Interstate access at Barton Road should feel free, however, to present any additional factual data in support of such connections to the Oregon State Highway Department. Any further proposal by the State which might result will receive our prompt and careful consideration.

Sincerely yours,

RECEIVED
MAY 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Rex M. Whitton
Federal Highway Administrator

Enclosure
Transmittal Correspondence

NOTED
FORREST COOPER

COPY

April 25, 1966

Mrs. Norma Winkelman
New Highway 99 N, Box 27
Glendale, Oregon 97442

Dear Mrs. Winkelman:

This will acknowledge, with thanks, your letter regarding an interchange at Barton Road crossing. Had it not been for the vast amount of mail coming into my office of late, together with a heavy work load here in the Senate, you would have heard from me sooner.

In view of your statement that "We here at Barton Road are not demanding a full interchange. Many of us would be very happy with only half an interchange, that would enable us to get on and off the freeway when going and coming from the South", I asked my Oregon Assistant to contact the Oregon State Highway Commission on your behalf. I am now in receipt of a letter from the Deputy State Highway Engineer, in which he states:

"I am not sure how much information you have on the Barton Road problem but, basically, it can be outlined as follows. During the planning stage for this freeway there was local demand for a traffic interchange at Quines Creek Road and for one at Barton Road. These two roads intersect Interstate 5 in the southerly part of Douglas County. The Federal Bureau of Public Roads would not approve an interchange at both of these locations and stated that in their opinion sufficient warrants for only one interchange could be developed. This resulted in an interchange being constructed at Quines Creek Road, a frontage or side road constructed between Quines Creek Road and Barton Road, and an overpass of Barton Road by the freeway. A sketch map is attached for your information.

"The request has now been reactivated for at least a half interchange at Barton Road. By this we mean an on ramp for southbound traffic and an off ramp for northbound traffic at this location. To date, the Bureau of Public Roads has not given its approval to the proposal but we are contacting them again in an effort to supply the required justifications."

PR27166

COPY

In view of the information supplied by the Deputy State Highway Engineer, I am requesting the Bureau of Public Roads to give careful consideration to the request for the half interchange at Barton Road. When I receive that report I will be in touch with you again.

With kindest regards,

Sincerely,

Wayne Morse

WMimc ;

bcc: Charles Brooks File sent to Washington

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 18, 1966

Mr. Charles W. Brooks
Executive Assistant, Oregon Office
of Senator Wayne Morse
706 United States Courthouse
Portland, Oregon 97205

Dear Mr. Brooks:

This is in response to your April 14 letter relative to this Department's reply to County Commissioner Elmer R. Metzger on a recent request for alterations at Barton Road and Interstate 5 in Douglas County.

Our reply was not directly to Mr. Metzger but to Mrs. V. Opperman who apparently acted as head of the group who submitted the petition. A copy of our letter is attached.

I am not sure how much information you have on the Barton Road problem but, basically, it can be outlined as follows. During the planning stage for this freeway there was local demand for a traffic interchange at Quines Creek Road and for one at Barton Road. These two roads intersect Interstate 5 in the southerly part of Douglas County. The Federal Bureau of Public Roads would not approve an interchange at both of these locations and stated that in their opinion sufficient warrants for only one interchange could be developed. This resulted in an interchange being constructed at Quines Creek Road, a frontage or side road constructed between Quines Creek Road and Barton Road, and an overpass of Barton Road by the freeway. A sketch map is attached for your information.

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are contacting them again in an effort to supply the required justifications.

If you need further information on the matter, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
encs.

DESCRIPTION
r Barton Rd Undercrossing)
g & Profile (Barton Co Rd)
Files (Frontage Roads)
sing Elem. Barton Rd Undercrossing)
& Profile
on Cow Cr Rest Area)
ile)
n & Profile

STATE OF OREGON

STATE HIGHWAY DEPARTMENT

PLANS FOR PROPOSED PROJECT

GRADING, PAVING, STRUCTURES & SIGNING

AZALEA - GLENDALE JUNCTION SECTION

PACIFIC HIGHWAY

DOUGLAS COUNTY

APRIL, 1965

Readv. APRIL 20, 1965

CONTRACT PROJECT

3+00

ING OF PROJECT I-5-2(47)82

TA. 104+50

Robert L. Winkelman
New Highway 99 N Box 27
Glendale, Oregon 97442

Senator Wayne Morris
706 U. S. Courthouse
Portland 5, Oregon

Dear Sir:

Enclosed you will find an article that I clipped out of the Roseburg News Review. It deals with an interchange here at the Barton Road crossing.

All the legs of the interchange have been built and need only to be tied into the main highway. In fact when the frontage roads are paved the intire project will be completed except for a few feet of paving to tie the legs of the interchange in.

We here at Barton Road are not demanding a full interchange. Many of us would be very happy with only half an interchange, that would enable us to get on and off the freeway when going and coming from the South.

It gets pretty discouraging to pay the property tax and etc. that we do and then can't even voice an objection as to the roads and etc. that any one will listen to.

Senator Morris if you are really concerned with the deals that are being pulled off here and with the general well good of the people in this part of the state of Oregon I feel sure you will write to Douglas County Commissioner Elmer R. Metzger and find out what he has to say about this interchange. He has been down here to personally investigate the situation and he feels we are being cheated out of something that we are intitled to.

Thank you so much for taking the time to hear me out on this issue. As a long time supportor of yours I feel we can count on you to look into this matter and do the right thing by us people here in the Glendale area.

Thank you,
Mrs. Norma Winkelman

P. S. When the state highway commission was dealing with us people here for property for the freeway we were told that we would get a full interchange. After they had acquired all the land they needed they returned to inform us there had been some changes in the plans and we would not get any thing but an overpass. If that isn't crooked I don't know what is.

PM27166

Road Departments Reject Interchange At Glendale

Hopes of southern Douglas County residents for a full- or half-interchange at Barton Road between Glendale and Azalea were dashed Thursday, when the Oregon State Highway Department, in a letter to Mrs. Victor Opperman, a leader in securing petitions asking for the project, expressed "concern" for local problems, but "foresaw no possible solution."

Petitions bearing 268 names, asking that the state Highway Commission provide an interchange at Barton Road, were filed in Salem earlier this week by Douglas County Commissioner Elmer R. Metzger.

The petitions were delivered to Metzger by Barton Road residents Mrs. James Elliott and Mrs. Opperman.

Petitions Filed

Metzger, who investigated the request on a visit to the area last weekend, filed the petitions with both the state Highway Department and the Bureau of Public Roads, reports correspondent Grace B. Fox.

The Highway Department, in the letter to Mrs. Opperman, said cost studies indicated support of only one interchange in the area and referred the matter to the Bureau of Public Roads. The Highway Department recently dropped plans for a half-interchange.

Mrs. Opperman pointed out that sufficient ground had been purchased originally by the state Highway Department, but a full interchange at Quines Creek would require additional property to be purchased.

Supporters of the petitions, said Mrs. Fox, allege that failure to include a traffic interchange with Barton Road and the (Interstate 5) freeway will require residents either to go a considerable distance out of the way by frontage road to Quines Creek or to follow a dangerous section of Barton Road itself, across Cow Creek over an old covered bridge, to gain freeway access.

Promise Made

Sponsors of the petitions also attended a recent Glendale School District board meeting and requested Supt. Ben Huntington to write state highway officials, reinforcing the request made by the petitions.

Metzger, who also wrote Mrs. Opperman, however, promised residents help from the county Board of Commissioners.

The board, meeting at its regular meeting Wednesday, proposed building a new road and bridge at Barton Crossing and authorized the county Road Department to begin engineering studies. The old span would remain standing for historical and tourist interest, said Mrs. Fox.

RECEIVED
MAY 3 - 1966

FORM E-30 50M 10-65 SP°23401-734

FOR FILING

J-5-2(47)83

6578

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1966

To: MEMO TO FILE

SUBJECT:

On this date, Mrs. Myrn Opperman of Opperman Realty, Glendale, was in my office objecting to the lack of an interchange at Barton Road in Cow Creek Valley in southern Douglas County.

I explained to Mrs. Opperman the events leading up to this situation. I told her I agreed that what had been done was not proper and said that I would endeavor to take corrective measures.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. R. Chandler

Form E-208—634

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement for additional funds
APR 20 1966
[illegible] Dist. Engineer
U.S. Bureau of Public Roads

Project Name Azalea-Glendale Date April 18, 1966

Highway Pacific Contract No. 6578

County Douglas Prefix 610-1002

Contractor Slate-Hall & Hamilton Construction Company F. A. Project No. I-5-2(47)82

Address 7805 S.W. 40th Avenue Portland, Oregon Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Apply TK-18 curing compound in place of the normal curing compound for a trial section. Trial section will be one days' production, approximately 2,000 feet of 24 foot pavement.

Location by station numbers:

Appr. Station 250 to 270

Estimate of quantities and cost:

Material - TK-18 200 Gal. at $4.40	(includes freight)		$ 880.00
Thinner 10 Gal. at 2.10	"	"	21.00
Alter Distributing Equipment			268.50
Contractor's Percentage	15%		175.43
		Total	$1,344.93

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Due to the uncertainty of the number of square yards in a day's production, subcontractor has asked that this work be done as Extra Work. Trial section as requested by Mr. White. Nine barrels of TK-18 is on the job but other work on this order has not been started. State to purchase excess material at cost. Reduction for normal curing compound not used will be covered by P.A.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3098,592.00	
Present estimate of project cost, including $1,344.93 for work under this order	$3098,592.00	
Expected under-run / over-run amount	$ - -	
Expected under-run / over-run per cent	- -	

Submitted by: /s/ A. L. Chapman, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

4 ST-6291-T34

young 5-3-66

RECEIVED
APR 19 1966
FOR FILING
I-5-2(47)8
6578

April 18, 1966

Mr. Charles W. Brooks
Executive Assistant, Oregon Office
of Senator Wayne Morse
706 United States Courthouse
Portland, Oregon 97205

Dear Mr. Brooks:

This is in response to your April 14 letter relative to this Department's reply to County Commissioner Elmer R. Metzger on a recent request for alterations at Barton Road and Interstate 5 in Douglas County.

Our reply was not directly to Mr. Metzger but to Mrs. V. Oppermen who apparently acted as head of the group who submitted the petition. A copy of our letter is attached.

I am not sure how much information you have on the Barton Road problem but, basically, it can be outlined as follows. During the planning stage for this freeway there was local demand for a traffic interchange at Quines Creek Road and for one at Barton Road. These two roads intersect Interstate 5 in the southerly part of Douglas County. The Federal Bureau of Public Roads would not approve an interchange at both of these locations and stated that in their opinion sufficient warrants for only one interchange could be developed. This resulted in an interchange being constructed at Quines Creek Road, a frontage or side road constructed between Quines Creek Road and Barton Road, and an overpass of Barton Road by the freeway. A sketch map is attached for your information.

The request has now been reactivated for at least a half interchange at Barton Road. By this we mean an on ramp for southbound traffic and an off ramp for northbound traffic at this location. To date, the Bureau of Public Roads has not given its approval to the proposal but we

are contacting them again in an effort to supply the required justifications.

If you need further information on the matter, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc:

cc: Forrest Cooper
F. B. Klabee
Victor D. Wolfe
L. R. Chandler

RECEIVED
APR 20 1966

Form CD-121
(11-63)
(Prescribed by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 14, 1966

In reply refer to: 08-35-DB

6578 D.W. Parsons

FROM : D. W. Parsons, Division Engineer
Salem, Oregon

KLABOE
SHAW

SUBJECT: Statewide Inspection-in-Depth
P.C.C. Paving Phase, I-5-2(47)82
Progress Record Samples

This is to officially request that the material samples, given to Mr. Oscar White by inspection team members from this office during the subject inspection on April 12, 1966, be tested in accordance with the applicable specifications as Bureau of Public Roads progress record samples. These samples were of the concrete aggregates, cement, and reinforcing bars.

Copy to Oscar White
4-19-66

RECEIVED
APR 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 15 1966

FOR FILING
5-1-2(47) P 3
6-18

FORM 8L0X1 8P*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1966

To:
MEMO TO THE FILES

SUBJECT: B.P.R. Team Inspection in Depth
Concrete Paving
Azalea-Glendale Junction Section
Contract No. 6578

At Grants Pass during the afternoon of April 11 and the morning of April 12, the following listed Bureau of Public Roads personnel conducted an Inspection-in-Depth on the concrete paving of the Azalea-Glendale Section.

Gordon Brooks	District Engineer
Herb Schell	Area Engineer
Paul Riedl	Area Engineer
Clyde Pike	Auditor
Phil Smith	Junior Engineer

NOTED
F.B. KLABOE

In addition, the following O.S.H.D. personnel attended: Ken Berg and John Walker from the Construction Office attended the entire sessions; O. A. White, Materials Department and L. R. Chandler, Division Engineer, attended on Tuesday morning; Resident Engineer Chapman, his PCC Inspectors Weaver and Turner and his office-man attended.

Actual paving work was not in progress at the date of this inspection; however, the equipment being used and the work done to date was examined at the job site. The remainder of the inspection regarded plans, specifications, procedures and documentation. Also, interviews of the project inspectors were done. With exception of the trip to the field, the inspection was conducted in Resident Engineer Chapman's office. The State will probably be cited on the following:

1. Specifications on the stone subbase call for a 4"-0 size. Specs say material shall be placed in 6-inch maximum lift. Plans show 7-inch thickness to be placed. The 7-inch thickness requires two lifts by specs. Actually, the full 7 inches was placed at one time. This is a violation to specs according to inspection team.

2. While we do not show minimum testing frequencies for subbase material, it may be interpreted that this material falls in the same category as regular base. If so, this project is short on tests for the 4"-0 subbase material. We may or may not be cited.

3. We may be cited on documentation not being quite complete on compaction. Example, specs say if compaction on stone subbase shall show no perceptible reaction or yielding under a 10-ton roller in motion. Our documentation on compaction did not mention the 10-ton roller. Also, the 3/4"-0 leveling course on top of the subbase did not have any compaction results.

4. There was some discussion on certification of both steel reinforcing bars and cement being questionable, but doubt if any issue will be made regarding this.

5. The old perennial problem of getting weight tickets fully completed and signed cropped up with some discrepancies noted.

This Inspection will not be considered complete until the actual operation of construction of the pavement is viewed. It is expected this will be within two weeks.

In summarizing this inspection in depth, it is my opinion that any discrepancies found were of a minor nature.

John H. Walker
Assistant Construction Engineer

JHW:fp

RECEIVED
APR 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 20 1966

FOR FILING

I-5-2(47)82

6578

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1966

SUBJECT: Barton Road-Quines Creek
Azalea-Glendale Junction Section
I-5 - Douglas County

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

Following is a list of correspondence, copies attached, in regard to access to the Barton Road area.

First pertinent correspondence of record was February 28, 1964 when approval was requested for a new bridge over Cow Creek to get Barton Road traffic over to the old highway north of Cow Creek. Other correspondence followed as indicated.

Feb. 28, 1964 - Shaw to Parsons - requesting approval to build new structure over Cow Creek to get Barton Road over to old highway north of Cow Creek.

Mar. 3, 1964 - Parsons to Cooper - requesting study to determine if suggested structure is cheapest alternate.

May 13, 1964 - Shaw to Parsons - submitting costs of three alternate methods of service--full interchange, frontage road out both north and south, and the requested bridge.

July 5, 1964 - Douglas County to H.S. Cox - protesting a (verbal?) suggestion that the Barton Road overcrossing be eliminated and a frontage road to Quines Creek be supplied in its place. Requested both the overcrossing and full length frontage road.

July 9, 1964 - Olson to Parsons - transmitting County letter and requesting consideration of full length frontage road along with Barton Road structure over the freeway and over Cow Creek.

July 15, 1964 - Dec to Cooper - agreeing to construct Barton Road structure over freeway only. Suggesting that extension of the frontage road northerly to Quines Creek is cheaper than building structure across Cow Creek and would give adequate service even though adding considerable out-of-direction travel. (Our original pitch had been frontage road both north and south was needed to replace present service.)

Aug. 25, 1964 - Allison (City-County) to Barbee - states split diamond unanimously approved by County Commissioners and County Engineer. Indicates signed maps were obtained

Aug. 26, 1964 - Barbee to Parsons - submitting split diamond to BPR--states County had approved such a plan.

Sept. 9, 1964 - Olson to Parsons - submitting estimates for split diamond indicating that it is less expensive than structure over Cow Creek for Barton Road and gives better service.

Sept. 10, 1964 - Olson to Parsons - submitted additional requested data on split diamond.

Sept. 10 - Oct. 15, 1964 - many letters, petitions, etc., against removal of southerly ramps at Quines Creek.

Oct. 15, 1964 - Parsons to French - report on events to date, triggered by complaints and petitions to Senator Morse and letter from Whitton.

Nov. 5, 1964 - Shaw to Parsons - requesting two full interchanges instead of a split diamond, or possibly a full interchange at Quines Creek and a half interchange at Barton Road.

Dec. 23, 1964 - Dec to Cooper - requests full study with costs and B/C ratios for all possible alternates.

Dec. 30, 1964 - Douglas County to Cox - states half diamond plan approved under protest. Requests full interchange at Quines Creek, half interchange at Barton Road and a connecting frontage road.

Jan. 11, 1965 - Cooper to Parsons - advised BPR of County ultimatum. Requests approval of County request.

Jan. 13, 1965 - Parsons to Cooper - advises they will go for either a full interchange at Quines Creek and a frontage road to Barton Road or the split pattern but not a combination. Suggests data be submitted as requested in their December 23 letter.

Jan. 15, 1965 - Porter to Parsons - advises discussing the matter with chairman of Douglas County Commission and that they (the County) will go along with a full interchange at Quines Creek, a frontage road to Barton Road, and the structure over the freeway at Barton Road providing that BPR will keep the issue open for additional consideration if supporting data can be furnished to warrant interchange legs at Barton Road.

Jan. 26, 1965 - Parsons to Cooper - agreeing to full interchange at Quines Creek, frontage road to Barton Road and structure over the freeway at Barton Road, but stating that they believe the split diamond would best serve the area. States that additional data would be considered but doubting that sufficient data could be found to justify.

Mar. 8, 1965 - Shaw to Parsons - transmitting estimates, sketches, B/C ratios, etc., on five alternate plans indicating two full interchanges have highest B/C ratio (1.54), that a full interchange at Quines Creek with a half interchange at Barton Road has the highest benefit (and a B/C ratio of 1.30) and that the plan being contracted--a full interchange at Quines Creek and a frontage road to the Barton Road structure over the freeway--has the lowest road user benefit and a B/C ratio of only 0.34 and saves only the cost of the two interchange legs (about $85,000). Requests review of data and approval of the two added ramps at Barton Road.

Mar. 25, 1965 - Shaw to Parsons - requesting reply to March 8 letter which supplied justification for added ramps.

Mar. 25, 1965 - Whitton to Morse - advising that State had revised plan from split diamond to full diamond at Quines Creek and, "Based on supporting information submitted by the State, Public Roads approved the request". States that, "all proposals on Federal-aid design features must be initiated by the State" and that Senator Morse's constituents should direct their presentations to the State.

Apr. 8, 1965 - Parsons to Cooper - reply to March 8 and March 25 letters stating they find no basis for altering their previously approved plans for either the single full interchange at Quines Creek or the split diamond pattern. (This was after the project was advertised.) The project was advertised March 29 and bids were opened April 20, 1965.

All of this data is in one file in General Files and the above listed data is interspersed with letters to Senator Morse, Whitton, etc., and letters from them to the BPR, to local people, etc. Only what was believed pertinent was included in the letters listed above, copies attached.

Basically, the original plan was for a full interchange at Quines Creek and a structure over Cow Creek to get Barton Road traffic over to the old highway north of Cow Creek. When the BPR resisted building the structure over Cow Creek, an alternate access was investigated to get Barton Road traffic out to a main highway.

The County refused to allow Barton Road to be closed at the freeway, thereby requiring a structure over the freeway. This structure, coupled with a frontage road to Quines Creek created an opportunity for a split diamond pattern which was subsequently approved by the County, the State and the BPR.

Local pressure on the County caused them to reverse themselves and withdraw approval of only a half interchange at Quines Creek and they requested a full interchange at Quines Creek coupled with the half diamond at Barton Road. The BPR advised that they could approve one or the other but not both. Added justification was supplied but the BPR advised again that they could go for only one or the other pattern.

No further correspondence was found until the recent correspondence from the Glendale School District. Comments on that will be forwarded in a separate letter.

If further data is desired please advise.

F D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

ADO:jp
Attach

RECEIVED
APR 1 1966

RECEIVED
APR 4 - 1966

FORM E-30X—80M—1-66 SP*19102-734

FOR FILING

I-5-2 (47) 82

6578

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 1, 1966

SUBJECT: Protest Petition Concerning Interchanges
Azalea-Glendale Section
Interstate 5

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to a letter addressed to Mr. Carl M. Williams re subject matter written March 30, 1966 by Mr. Moehring.

Please have someone from your office contact these people and explain the policies followed when their properties were acquired as explained by Mr. Moehring. Mr. Riley should prove satisfactory.

F. D. Morgan
Construction Engineer

FDM:fp

cc F. B. Klaboe

RECEIVED
APR 7 1966
OFFICE OF
SALEM DISTRICT ENGINEER

RECEIVED
MAR 30 1966
FOR FILING

6578

March 29, 1966

Mr. Ben C. Huntington
Superintendent
Glendale Public Schools
Post Office Box E
Glendale, Oregon 97442

Dear Mr. Huntington:

624

Reference is made to your letter of March 16 relative to an alleged lack of access on the Azalea-Glendale Junction Section of the Pacific Highway in Douglas County.

I am advised that a similar letter was also forwarded to the Bureau of Public Roads and that you have already been answered by them to the effect that "additional access points to I-5 in this area are not warranted under the operating policies and regulations governing construction of this freeway type facility".

During the planning of this interstate facility, the situation between Quines Creek and Glendale Junction was the subject of a great deal of discussion and considerable difference of opinion. The State Highway Department did the best it could in securing federal approval for the proposed complex.

Since the Bureau of Public Roads has the final say in matters concerning the Interstate Freeway System, we do not hold out much hope for immediate additions to it. Nevertheless, we are making a thorough review of the entire situation and will request reconsideration by the Bureau for additional facilities if sufficient warrant can be developed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
(Note: Please have such a study made and then discuss with me.)

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. A. W. Parsons
Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan --
D. H. Moehring
L. R. Chandler

FK:erb

3085

BOARD OF EDUCATION:
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JAMES C. McCLELLAN, H.S. PRIN.
CHARLES W. CLARK, ELEM. PRIN.
LOUIS BRADY, CLERK

SCHOOL DISTRICT NO. 77

PHONES: H.S. 832-5330
ELEM. 832-5340
P.O. BOX E
GLENDALE, OREGON 97442

March 16, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

From information that we have been able to receive indications are that the completion of Interstate #5 in the Glendale area will interfere materially with runs that buses of this School District make at the present time. This interference comes about because of the lack of frontage roads, bridges, and over and under-passes which at the present time enable us to arrange our routes with a minimum of milage and delay.

We are faced with a pick-up of both high school and elementary school children for the district between Glendale Junction and Azalea. It is my understanding that in this eight or ten mile area there would be only one overpass other than the ones at either end of the section I have just specified. I believe you can understand our concern over the problem that will evolve from this change. Not only will this mean a material increase in mileage due to the necessity of doubling back over routes served but it will also mean earlier starts on most of our bus routes as most of them are involved in the highway situation. Earlier morning starts and later arrival home is something which parents, particularly of young children, react to rather adversly.

Your influence would be appreciated in an attempt to get across-freeway access someplace within this eight or ten mile area.

I will be glad to furnish additional data if it would be of value to you.

Yours very truly,

Ben C. Huntington
Superintendent
Glendale Public Schools

BCH/gkh

c.c. to: HarveyWright, Dir. of Trasp., State Dept. of Ed., Salem, Ore.
County Bd. of Commissioners, Douglas Co. Courthouse, Roseburg, Ore.
Mrs. Ray Elliott, Glendale, Oregon

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 23, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(47)82
Azalea - Glendale Junction Section
Pacific Highway

Attached are copies of Glendale Public Schools Superintendent Huntington's March 16, 1966 letter to this office and our reply thereto dated March 22, 1966 relative to lack of access and crossover facilities on the subject project.

By letter dated March 16 we transmitted to your office a 10-page petition from residents of the Glendale - Quines Creek - Azalea area relative to this same matter. Our comments in that letter, also, are applicable to this case and, again, we will appreciate receiving a copy of your letter to Mr. Huntington for reference in answering anticipated congressional inquiries into this matter.

Enclosures

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

477 Cottage Street NE.
Salem, Oregon 97301

March 23, 1966

08-35-DB

Mr. Ben C. Huntington, Superintendent
Glendale Public Schools
Post Office Box E
Glendale, Oregon 97442

Dear Sir:

Subject: Oregon Project I-5-2(47)82
Azalea - Glendale Section
Pacific Highway

We hereby acknowledge receipt of your March 16, 1966 letter relative to the lack of access and crossover facilities on the above-referenced project.

We are referring your letter to the Oregon State Highway Department, the agency primarily responsible for location, design, and construction of Federal-aid projects in this State, as this matter properly should be taken up with them.

Traffic requirements between the interchange at Azalea and the interchange at Glendale Junction, as shown by studies made by the Oregon State Highway Department and reviewed by this office, indicated that the cost of only one interchange could be supported. Much consideration was given the matter of location of the one interchange by the Highway Department and local county officials over a substantial period of time, with the final decision being made to construct a full interchange at the Quines Creek Road intersection, a grade separation structure at the Barton Road intersection, and a frontage road on the easterly side of the highway between those two points. Access to the Azalea - Glendale Highway (Old Highway 99) will then be provided at the Azalea - Interchange, at the Quines Creek Road Interchange, at the Barton Road Grade Separation Structure (for local traffic), and at the Glendale Junction Interchange. The aforementioned frontage road will provide access from Barton Road to the interchange at Quines Creek Road.

(more)

We are deeply concerned with the problem of safety on our highways, particularly in the face of mounting traffic fatalities, injuries, and property damage. We appreciate, also, the problems created by limited access to freeways under circumstances such as exist in the Azalea - Glendale Junction area. Unfortunately there are no easy solutions to these problems. From the standpoint of both cost and safety, additional access points to I-5 in this area are not warranted under the operating policies and regulations governing construction of this freeway type facility.

Very truly yours,

A. W. Parsons
Division Engineer

cc:
Region w/referenced letter
OSHD w/referenced letter

BOARD OF EDUCATION:
RODNEY G. SWANSON, CHAIRMAN
LIFE EDSON, VICE CHAIRMAN
MRS. MARY RUTH THOMPSON
MRS. JENNENE JOHNS
HAROLD A. COOLEY
DONALD SNYDER
GLENN GILMORE

ADMINISTRATION:
BEN C. HUNTINGTON, SUPT.
JAMES C. McCLELLAN, H.S. PRIN.
CHARLES W. CLARK, ELEM. PRIN.
LOUIS BRADY, CLERK

SCHOOL DISTRICT NO. 77

PHONES: H.S. 832-5330
ELEM. 832-5340
P.O. BOX E
GLENDALE, OREGON 97442

March 16, 1966

Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97310

Gentlemen:

As a school administrator delegated with the responsibility of transporting students into the Glendale Schools from the Cow Creek valley, I trust you can appreciate my concern over freeway layout in the Glendale Junction to Azalea sections of Interstate #5. Lack of access and cross-over facilities, on the basis of present planning, will increase our transportation problem rather materially. These problems will largely center around additional milage, earlier starting times, later completion times for our runs and pick-up stations which will be far less convenient and far more time consuming than at the present.

Your consideration of such factors as they involve the bus runs and transporting children of this district will be appreciated. It appears to us that some cross-over or access provisions should be made in this stretch of freeway.

Yours very truly,

Ben C. Huntington
Superintendent
Glendale Public Schools

BCH/gkh

cc: Harvey Wright, State Dir. of Transp.
County Board of Commissioners
Mrs. Ray Elliott

RECEIVED
MAR 22 1966
FOR FILING

March 21, 1966

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

As you requested in your March 16 letter, we are attaching a copy of our reply to the petitioners for an interchange at Barton Road. As far as we can determine, we received an identical petition and a similar submittal letter to those delivered to your office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.
cc Forrest Cooper
F. B. Klabee
Victor D. Wolfe

Form CO-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 16, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

SUBJECT: Oregon Project I-5-2(47)82
Azalea - Glendale Junction Section
Pacific Highway

Herewith is a copy of a letter and 10-page petition delivered to this office by Elmer Metzger, Chairman of Douglas County Commissioners, relative to the lack of access to I-5 at Barton Road. Also enclosed is a copy of our letter to the petitioners acknowledging receipt of their submission.

During the design phase of this project, if you will recall, there was considerable discussion and correspondence between our offices regarding the justification and location of an interchange in the Azalea - Glendale Junction area. The various proposals included splitting the interchange and constructing the northerly half at Quines Creek and the southerly half at Barton Road, connected by a frontage road on the easterly side of the highway. This proposal appeared to most satisfactorily serve the needs of the area, with no out-of-direction travel required.

We approved this proposal as well as a proposal to construct a full interchange at either Quines Creek or at Barton Road for FAI financing. Any of the proposals would serve the needs of traffic in the area but the split interchange would have best served it except for the danger of possible wrong-way usage of the ramps.

You finally requested and received approval to construct a full interchange at Quines Creek and this is now under construction.

We have previously advised you that we cannot approve the expenditure of Federal funds in both a full interchange at Quines Creek and on - off ramps at Barton Road, and this is still true. Neither may additional access points be constructed to I-5 at Barton Road without the approval of the Federal Highway Administrator and our recommendation in such a proposal would necessarily have to be unfavorable.

We trust that you will appropriately answer the petitioners' letter, and we will appreciate receiving a copy of your reply as we anticipate that our congressional people may soon be requesting information in this matter.

Enclosures

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

477 Cottage Street NE.
Salem, Oregon 97301

March 16, 1966

08-35-[redacted]

Mr. Victor Opperman, et al.
Glendale, Oregon

Gentlemen:

Subject: Oregon Project I-5-2(47)82
Azalea - Glendale Junction Section

Receipt is hereby acknowledged of your March 10, 1966 letter and attached 10-page petition, relative to the lack of access to and from Interstate Highway 5 at Barton Road, hand delivered to this office by Douglas County Commissioner Metzger on March 14, 1966.

We are referring your submission to the Oregon State Highway Department, the agency primarily responsible for location, design, and construction of Federal-aid projects in this State, as this matter properly should be taken up with them.

Traffic requirements between Azalea and Glendale, as shown by studies made by the Oregon State Highway Department and reviewed by this office, indicated that the cost of only one interchange could be supported. Much consideration was given the matter of location of the one interchange by the Highway Department and local county authorities over a substantial period of time, with the final decision being made to construct a full interchange at the Quines Creek Road intersection.

We are deeply concerned with the problem of safety on our highways, particularly in the face of mounting traffic fatalities, injuries, and property damage. We appreciate, also, the problems created by limited access to freeways under circumstances such as exist in the Azalea - Glendale Junction area. Unfortunately there are no easy solutions to these problems. From the standpoint of both cost and safety, additional access points to I-5 in this area are not warranted under the operating policies and regulations governing construction of this freeway type facility.

Very truly yours,

A. W. Parsons
Division Engineer

cc:
Region W/Opperman ltr & petition
OSHD

RECEIVED
MAR 21 1966
FOR FILING
I-5-2(47)82
6578

Cross Referenced To:
Index
Petition
Douglas

March 21, 1966

Mrs. V. Opperman
Box 24-A Highway 99 North
Glendale, Oregon

Dear Mrs. Opperman:

On March 14, Mr. E. R. Metzger, Douglas County Commissioner, delivered to this office a petition signed by you and others relative to a proposed interchange at Barton Road and Interstate Route 5 in Douglas County. We have been advised that you submitted a similar petition to the Bureau of Public Roads and the Bureau's reply indicated that it could not consider your request favorably.

During the planning of the Interstate freeway in this area, the interchange situation at Quines Creek and Barton Road was the subject of extended discussion and considerable difference of opinion. The Highway Department did the best it could in securing the most comprehensive overall facility that would receive Federal approval.

The Bureau of Public Roads has final say in matters of this kind and has not seen fit to give approval of the more elaborate interchange. This Department will, however, thoroughly review the matter and will ask the Bureau to reconsider the problem if sufficient warrant can be developed.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc A. W. Parsons
R. L. Porter
F. B. Klaboe - Please take this up with the BPR and try to determine if there is any possibility of securing the requested construction.
Victor D. Wolfe
L. R. Chandler

RLP:ms FC:fn

Glendale, Oregon
March 10, 1966

State Highway Department
Salem, Oregon

Attention: Forrest Cooper, State Engineer

Dear Mr. Cooper,

We are enclosing 10 pages of petitions with a total amount of 268 signatures. This is in regards to the proposed interchange at Barton Road and Interstate 5 in South Douglas County,

While negotiating on the condemned properties in the above area, Mr. Reed of your office assured us that we were to get a south interchange.

We all settled on this basis. And, if you check, I'm sure you will find that we did not demand exorbitant amounts. Neither do we have suits pending against the State Highway Department for damages caused by their failure to keep this promise.

Naturally, our properties have become devalued since the plans were changed regarding this interchange. If you have looked the situation over, you knew that to go south from Barton Road one will have to drive 4 miles to the Glendale Junction as compared to 2.3 miles on the Freeway. Also, by taking old highway 99, one must traverse a dangerous bridge and crooked roads (with cattle crossings, too).

Going north via Quines Creek (or returning) is relatively simple.

We can only hope that an equitable solution can be arrived at soon. It appears that it would be fairly simple and relatively inexpensive to build a half, or whole, interchange at Barton Road and Interstate 5 at this time.

Yours very truly,

Vineta Elliott

Vineta Elliott (Mrs. James R.)

Myrn Opperman

Myrn Opperman (Mrs. Victer)

Victor Opperman

Victer Opperman

Enc. 10

RECEIVED
MAR 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

hand delivered
by Metzger
3-14-66

Date: February 25, 1966

ATTENTION: Ferrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

The undersigned, all residents or property owners in Douglas County, Oregon, request that we be granted a full (or a half) interchange at the intersection of Barton Road and Interstate 5*:

1- Sharon Thomas — Glendale
2- Donald W. Thomas — "
3- Hazel E. Whaley - "
4- Nancy L. Daniels "
5- Marion N. Owens "
6- Lennie G. Allen "
7- L M Allen "
8- Alice M. Allen "
9- Ellen Mc Johnson "
10- Fred L Dean "
11- Anna M. Dean - "
12- Billy Owens
13- Faye Tate "
14- Leo G. Allen "
15- Mrs Charlene Burke "
16- William G Ball "
17- [illegible] "

FORM NO. 23 — ACKNOWLEDGMENT
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

STATE OF OREGON,
County of Douglas } ss.

BE IT REMEMBERED, That on this 25th day of February, 19 66, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named Vineta C. Elliott

known to me to be the identical individual described in and who executed the within instrument and acknowledged to me that she executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed

Date: February 25, 1966

ATTENTION: Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

The undersigned, all residents or property owners in Douglas County, Oregon, request that we be granted a full (or a half) interchange at the intersection of Barton Road and Interstate 5*:

1- Sharon Thomas — Glendale
2- Donald W. Thomas — "
3- Hazel E. Whaley - "
4- Nancy A. Daniels "
5- Marion N. Owens "
6- Bennie G. Allen "
7- L M Allen "
8- Alice M. Allen "
9- Ellen A. Jonson "
10- Fred L Dean "
11- Inez M. Dean - "
12- Billy Owens "
13- Faye Pate "
14- Leo G. Allen "
15- Mrs Charlene Burke "
16- William G Bare "
17- Robin [illegible] "

STATE OF OREGON,
County of Douglas } ss.

FORM NO. 25 — ACKNOWLEDGMENT
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

BE IT REMEMBERED, That on this 25th day of February, 19 66, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named Vineta C. Elliott

known to me to be the identical individual described in and who executed the within instrument and acknowledged to me that she executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Myrn O. Peterman
Notary Public for Oregon.
My Commission expires Aug. 29, 1966

Date: February 25, [illegible]

ATTENTION: Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

The undersigned, all residents or property owners in Douglas County, Oregon, request that we be granted a full (or a half) interchange at the intersection of Barton Road and Interstate 5*:

1- [illegible] Thomas — Glendale
2- Donald W. Thomas — "
3- Hazel E. Whaley - "
4- Nancy L. Daniels "
5- Marion M. Owens "
6- Lennie G. Allen "
7- L M Allen "
8- Alice M. Allen "
9- Ellen M. Tyson "
10- Fred H Dean "
11- Inez M. Dean - "
12- Ruby Owens "
13- Faye Gate "
14- Leo G. Allen "
15- Mrs Charlene Burke "
16- William G Bare "
17- Alva E. Bare "
18- Kenneth E. Murray "
19- Ramona E Gray "
20- Earl D Gray "
21- Gladys E. Harris "

* It is understood by petitioners that the property for this use has already been appropriated.

I, Vineta Elliott, the undersigned, witnessed the signatures on this petition, and to the best of my knowledge all are property owners or taxpayers of Glendale and Azalea, Oregon. Vineta C. Elliott

RECEIVED
MAR 9 - 1966

FOR FILING

I-5-2(47)82

67 17

STATE COPY

APPROVED

Continued ... Region 6

G1-P

U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Azalea-Glendale Date Feb. 21 19 66

Highway Pacific Contract No. 6578

County Douglas Prefix 610-1002

Contractor Slate-Hall and Hamilton Construction Co. F. A. Project No. I-5-2(47)82

Address 7805 SW 40th Avenue, Portland, Oregon Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Jack up Span 5 beams of Pacific Highway Undercrossing of Quines Creek Road, Bridge No. 9348, due to settlement of the fill supporting Abutment No. 2. This is to be done in order to bring the deck surface up to the proper grade line.

Location by station numbers:

Sta. "E" 15+50.53

Estimate of quantities and cost:

Labor	$350.00
Materials	150.00
Equipment Rental	100.00
	$600.00 Total Est. Cost

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is being done as "extra work" because the contractor will not quote a lump sum price that is realistic. The work is to be done in accordance with the executed contract for this project. Equipment rental rates to apply as per AGC-State agreement. The work has not been done. Anticipated starting date: March 1, 1966. This work authorized ny Mr. Ivan D. Merchant, Bridge Engr. and Mr. Roy Tokerud, BPR Bridge Engineer.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,098,592.00	
Present estimate of project cost, including $ 600.00 for work under this order	$3,098,592.00	
Expected under-run / over-run amount	$ -	
Expected under-run / over-run per cent	-	

Submitted by: /s/ A. L. Chapman, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

State Printing

3-9-66

RECEIVED
FEB 17 1966

STATE OF OREGON

Form 2-208—6M
I-5-2(47)82
6, 19

APPROVED
Continental [illegible] Division of
[illegible]
FEB 24 1966
GI-P
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Azalea-Glendale Date February 2, 1966

Highway Pacific Contract No. 6578

County Douglas Prefix 610-1002

Contractor Slate-Hall & Hamilton Construction Co. F. A. Project No. I-5-2(47)82

Address 7805 S.W. 40th Ave., Portland, Oregon Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair storm damage

Location by station numbers:

104+50 to 417+00

Estimate of quantities and cost:

Labor	$488.40
Equipment Rental	84.00
Contractor's Percentage 15%	85.86
	$658.26

(See back of sheet for estimate breakdown)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This order is for removing trees from and repairing damage to type II fences, clean-up of down trees and limbs along highway left by storm and removal of two danger trees.

Can best be handled by this method. Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,098,592.00
Present estimate of project cost, including $658.26 for work under this order	$3,098,592.00
Expected under-run / over-run amount	$ –
Expected under-run / over-run per cent	–

Space to right of this line is for use of Salem Office

Submitted by: /s/ A. L. Chapman, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

2-17-66

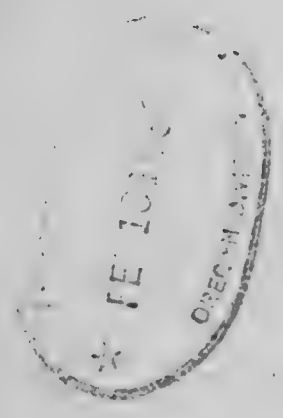
State Printing

Labor:

80 hours - - Laborer at $3.60 =	$288.00
40 hours - - Operator at $3.90 =	156.00
10% for taxes, insurance and pension =	44.40
	$488.40

Equipment Rental:

Power saw, 40 hours at $2.10=	$ 84.00



I-5-2(47) Azalea-Glendale Jct. Sec., 1965
82 Pacific Hwy. (Grad., Pav.,
#6578 Struct. & Sign.) #1.

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OCT 8 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

3 5 2(47) 1 3
6578

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

NOTED
F. B. KLABOE

RE: Concrete Aggregates
Graves Creek and Cow Creek Sources

PROJECT	CONTRACT NO.
Graves Cr.-Jumpoff Joe Cr.	6470
Coyote Cr.-Grave Creek	6490
Glendale Jct.-Coyote Cr.	6519
Canyon Creek Pass-Azalea	6548
Canyonville-Bear Gulch	6571
Azalea-Glendale Jct.	6578
Grave Creek	6643

Considerable difficulty has been encountered obtaining both the specified strengths and the 5 - 8 per cent entrained air on the concrete for structures on the above-named projects. Placing of P.C.C. pavement to be done next spring will also utilize aggregates from the Cow Creek source. The results of field and laboratory tests are contained in the attached reports by Mr. O. A. White, Engineer of Materials and Research.

The results of these tests indicate that consistent strengths above 3300 psi cannot be obtained using these aggregates at any air content. Consistent strengths of course are of primary importance. There are, however, other benefits derived from entrained air which are desirable, especially on structures. One of these is the resistance to the action of salts.

Although freeze and thaw cycles are relatively few in the locale where these aggregates are to be used, the roadways, curbs and sidewalks of structures are the first to be affected by these cycles and are the only areas where salt will be used as a safety measure by our maintenance forces. This factor therefore is of considerable concern to our Bridge Department.

Your concurrence in the following course of action is therefore requested:

1. Reduction in specified entrained air content from 5 - 8 per cent to 3% ± 1%. The results of tests taken on a sufficient number of additional pours on structures observed to determine if specified strengths can be consistently obtained.

2. If specified strengths are not substantially maintained, we will then determine what additional corrective measures are to be made.

Laboratory tests indicate strengths can be obtained by eliminating the air entrainment entirely. This would be most effective on the P.C.C. pavement where the use of salt is not used extensively and, as it will not be placed until next spring, we should have sufficient time to review the results reducing the air content. The air content specified for P.C.C. pavement is 3 - 6% and the deleting of this specification possibly would not be required.

There are surface treatment which can be applied to the affected areas of structures to resist the action of salts. The type of treatment, how extensive it will have to be applied, and additional costs involved can then be determined if the specified strengths cannot be maintained at the reduced air content.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

MDG:fp
Enc.
cc F. B. Klaboe
L. P. Shaw
Ivan Merchant
A. A. Rear
O. A. White

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OCT 5 1965
OFFICE
STATE HIGHWAY

FORM E-30X—50M 3-62 49606

FOR FILING
I 5 2 (41) 82

6218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1965

To:

SUBJECT: Concrete Aggregates: Graves Creek and Cow Creek Sources

Frank Morgan
Construction Engineer
Office

REF: Memo Dated September 10, 1965

Referenced memo indicates 7 day strength tests on concrete using washed and unwashed Cow Creek aggregate (Chart III). Twenty eight days strength tests have been made. The results are as follows:

Washed	Unwashed
3075 p.s.i.	2880 p.s.i.
3255 p.s.i.	3090 p.s.i.
Average 3165 p.s.i.	2985 p.s.i.

Also, 7 day strength tests were indicated on concrete using Graves Creek Material without air entraining agent. Twenty eight day test results are:

4935 p.s.i.
4830 p.s.i.
Average 4880 p.s.i.

O. A. WHITE
Engineer of Materials & Research

OAW:zr

cc: Kinloe
Shaw
Merchant
Hear
Glenn

RECEIVED
SEP 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 17 1965
FORM E-20X (SOM) 3-63 40000

FOR Filing
I-5-2(47) 82
6578

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1965

To:

Frank Morgan
Construction Engineer
Office

SUBJECT: Concrete Aggregates: Graves Creek and Cow Creek Sources.

Project	Contract No.
Crave Cr.-Jumpoff Joe Cr.	6470
Coyote Cr.-Crave Cr.	6490
Glendale Junction-Coyote Cr.	6519
Grave Cr.	6643
Canyon Cr. Pass-Azalea	6548
Azalea-Glendale Jct.	6578
Canyonville-Bear Gulch	6571

Considerable difficulty has been encountered in obtaining the combination of specified strengths and air content in concrete for subject projects. The attached charts show results of tests on specimens received from the field and those made in the Laboratory. The charts include only the results of tests on specimens in which Cow Creek and Graves Creek material were used and in which the cement contents are comparable.

This is not intended as a treatise on air entrainment. However, there are some facts concerning air entrainment that must be considered in a satisfactory resolvement of the current problem. These facts are:

1. The value of entrained air in increasing durability is not directly proportional to the air content. The value becomes apparent between 5 and 9 percent entrained air.

2. The value of entrained air in increasing durability decreases as the cement content increases. Concrete with cement contents above 6.5 sks. per yard are not appreciably benefited by entrained air.

3. Strength of concrete decreases with increased air content. The decrease in strength can be counteracted upon by reduction of sand content and reduction of water - cement ratio. The increased strength resulting from decreased W/C will, in general, equal the loss of strength resulting from entrained air in quantities up to 4 to 5 percent. The slope of the strength - air content curve and the location of the curve on the chart will vary with use of different aggregates and different cements at constant cement content.

4. The effectiveness of entrained air in increased durability depends on an even distribution of air bubbles to the surface of the concrete. There is general opinion that worked surfaces, such as bridge decks and pavement slabs, do not have entrained air in the surface concrete. The value of entrained air is therefor lost.

5. Addition of air entraining agent will result in greater variability of cylinder strengths. Mix corrections for air entrained concrete are based on an assumed air content that will be developed. The actual air developed is seldom, if ever, the amount assumed. The mix will therefor be either under corrected or over corrected, resulting in greater variability in the test strengths.

Chart I shows the results of 28 day tests on 35 cylinders submitted from the project. Type of aggregate, type of cement, cement content, and slump are constant within practical production limits. The circled points are averages of strengths at a given air content. The trend curve indicates that it is possible to obtain an average 3300 p.s.i. concrete with 4% air at 6.3 sks. cement per yard. Such an attempt, however, will result in some 4.0% of test results below 3300 p.s.i. A higher cement content would probably raise the trend curve to some extent. Chart II, however, does not show an appreciable rise in the trend curve with 7 sks. per yard.

Chart III shows the same trend obtained on Laboratory made cylinders as on the field submitted cylinders. The 28 day test curve is slightly higher on Chart III, and the variability appears somewhat less. This is probably due to the easier control of the mix in the Laboratory. No difficulty in obtaining 3300 p.s.i. is evidenced in the concrete without air, even at 7 days curing. Twenty-eight day tests will be made about September 24.

It has been suggested that excessive dirt on the coarse aggregate is the cause of low strength. Samples of the "dirty" aggregate were submitted for test. These samples had 1.0% and 0.6% material passing the #200. These values indicate the material is not clean, but is within specifications, and is not considered excessively dirty. The "dirty" material submitted was divided and one portion thoroughly washed. Concrete specimens were made of the washed and unwashed portions. Seven day test results are shown on Chart III. These 7 day strengths would indicate that the 28 day strengths will be below 3300 p.s.i. The 28 day strengths will be tested about September 24.

It appears obvious that 6.3 sk. per yard concrete cannot be made with the subject aggregates at any air content without a large percentage of test results below 3300 p.s.i. A higher cement content would probably decrease the percentage below 3300 p.s.i. but the value of any air in concrete with cement content above 6.3 sks. is questionable. Further, the purpose of entrained air is increased resistance to cycles of freezing and thawing and to reactive aggregates. Reactive aggregates are non existent in the sources considered and, the number of freezing and thawing cycles are relatively non existent in the locality considered. It is the opinion of this office that the strength obtained on non air entrained concrete far outweighs any possible advantages that could be obtained with entrained air, low strengths, and high variability in strengths in structure decks and continuously reinforced concrete slabs.

It is therefor recommended that authorization be obtained to strike the requirement for entrained air in concrete made of aggregate from subject sources for subject projects.

O. A. WHITE
Engineer of Materials & Research

OAW:zr

cc: Klaboe
Shaw
Merchant
Rear
Glenn

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SEP 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Chart I.

Concrete Cylinders
Field Submitted
Grave Creek Aggregate

Yield- 6.3 SK.
Cement- Ideal Type I
Slump- 3.0" To 3.75" Reported
Test- 28 Day Strength
Number Specimens- 35

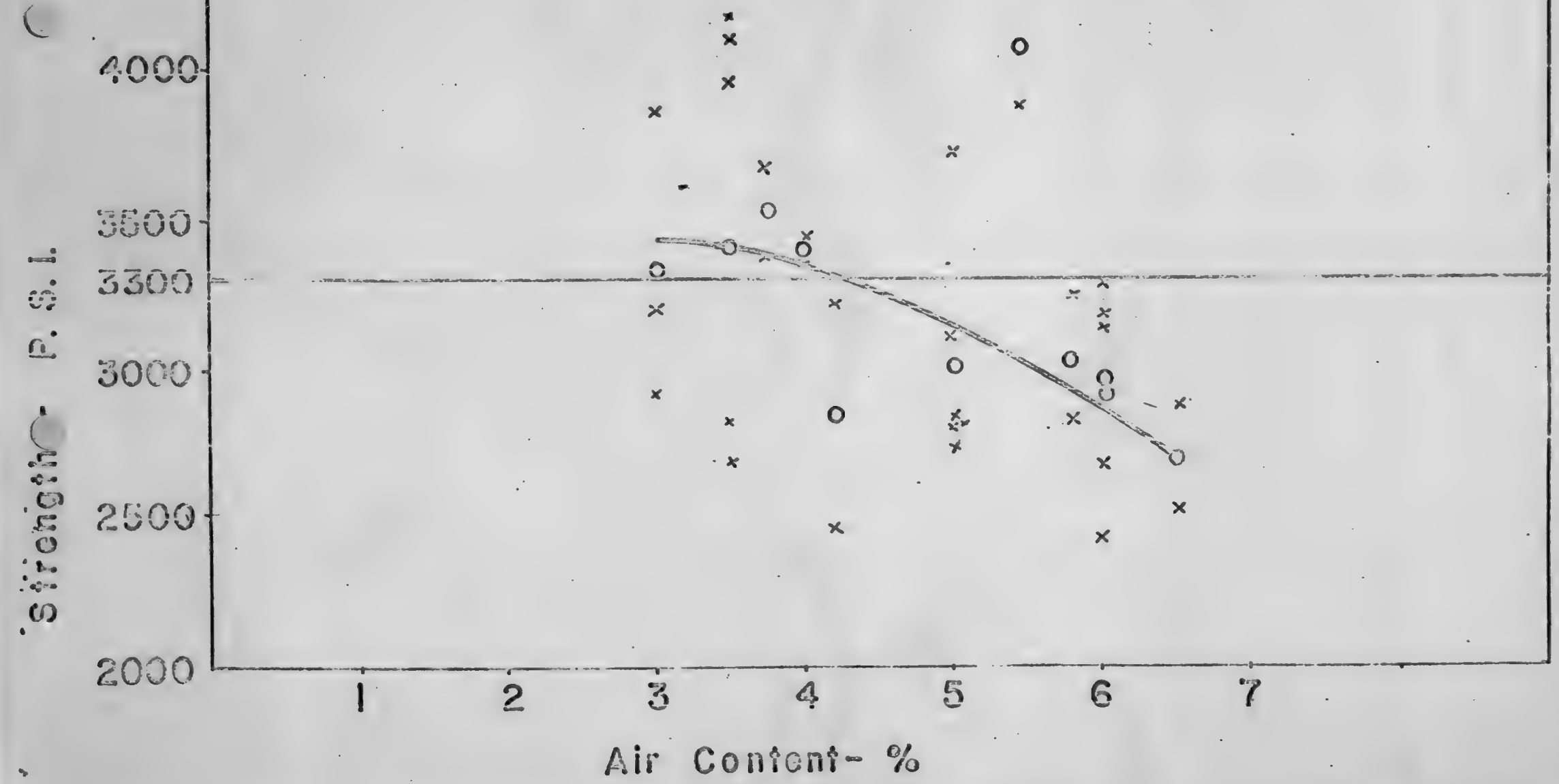


Chart 2.

Concrete Cylinders
Field Submitted
Cow Creek Aggregate

Yield- 7.0 SK.
Cement- Ideal Type I
Slump- 4" Reported
Test- 28 Day Strength
Number Specimens- 9

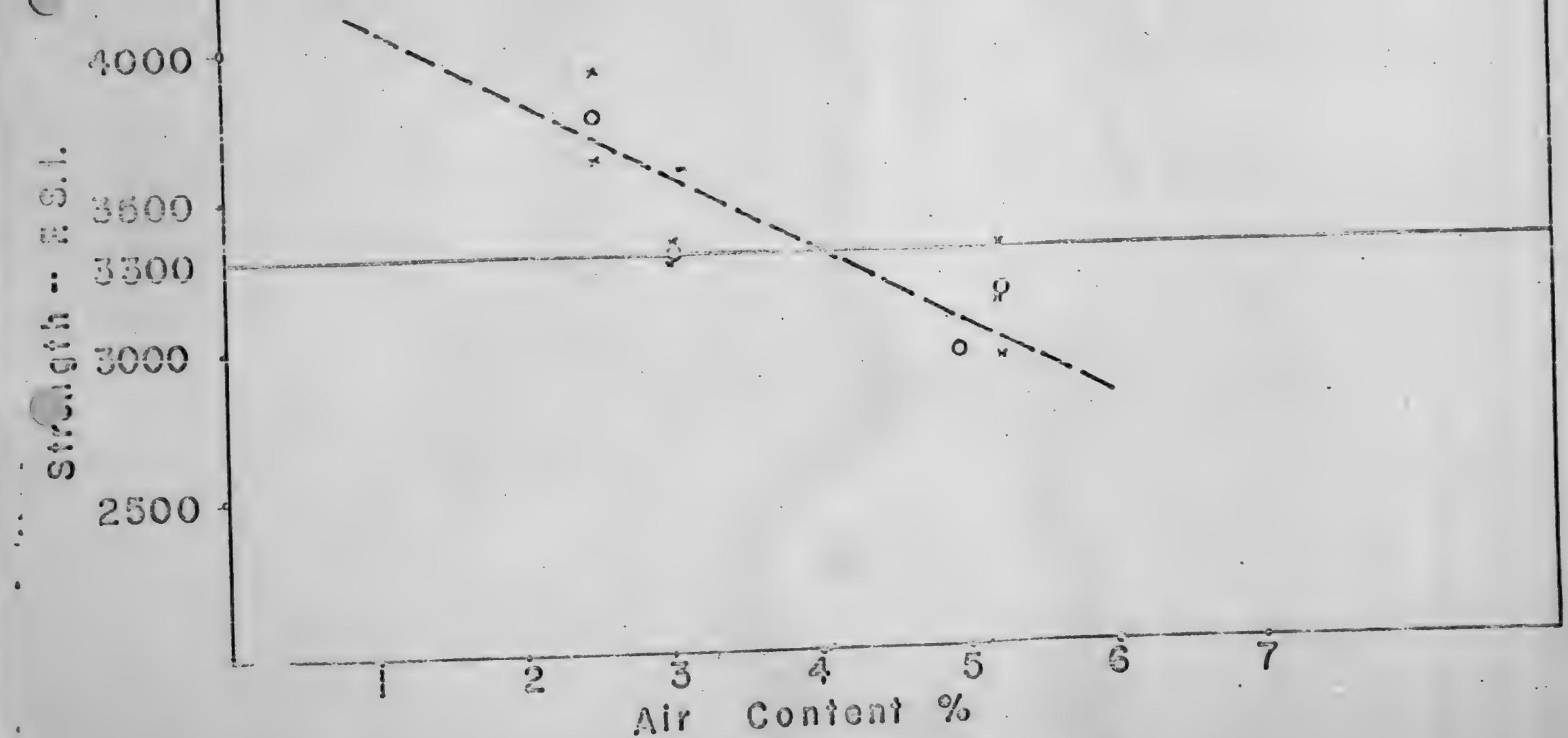
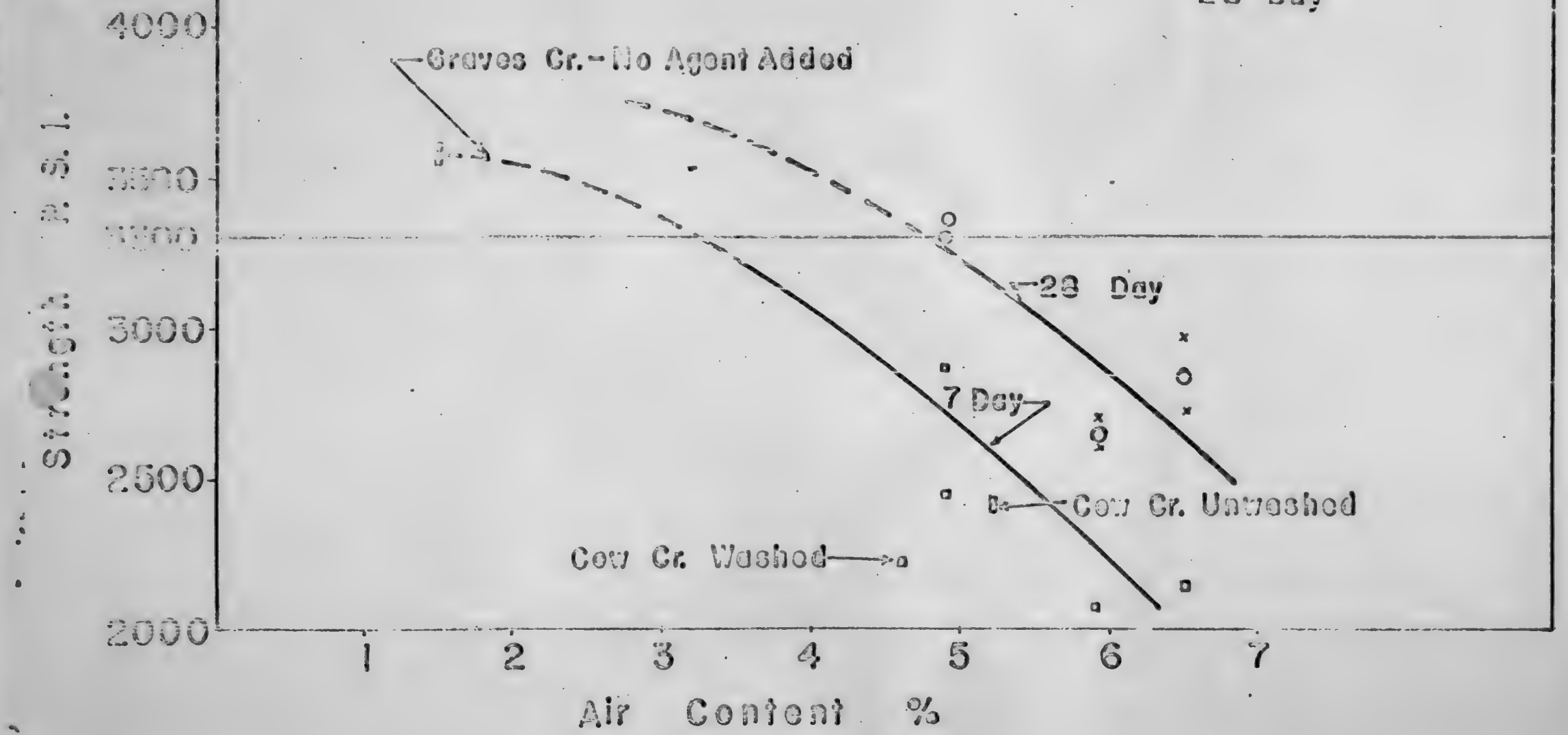


Chart 3.

Concrete Cylinders
Laboratory Made

Yield - 6.3 SK.
Cement- Ideal Type I
Slump- 2.5" To 3.0" Measured
Tests- 7 Day- - 9 Specimens
28-Day- - 6 Specimens
Unidentified- Graves Cr.
7 Specimens Not yet tested
28 Day



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SEP 27 1965
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I-5-2(47)82
6578

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 27 1965 ME Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Azalea - Glendale Date September 3, 19 65

Highway Pacific Contract No. 6578

County Douglas Prefix 610-1002

Contractor Slate - Hall & Hamilton Const. Co. F. A. Project No. I-5-2(47)82

Address 7805 S.W. 40th Ave., Portland Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install water pipe and electrical conduit pipe under the parking areas in the Cow Creek Rest Area.

Location by station numbers:

385+80

Estimate of quantities and cost:

Labor	$ 120.00
Equipment Rental	70.00
Supplies (380'x2½" Galv. Water Pipe — 380'x2" Elec. Conduit Pipe	1,140.00
Contractors Percentage	199.50
Total	$ 1,529.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not included in the contract for this project and unit bid prices have not been established for this kind and size of pipe.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . . $ 3,098,592.00

Present estimate of project cost, including $ 1,529.50 for work under this order $ 3,098,592.00

Expected under-run / over-run amount . . . . . $

Expected under-run / over-run per cent . . . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ A. L. Chapman
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

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STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

RECEIVED
JUN 22 1965

PROJECT REPORT NO.
FOR FILING

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-14-65

STATE
Oregon

COUNTY
Douglas

PROJECT NO.
I-5-2(47)82

I-5-2(47)82

6518

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Azalea - Glendale Jct.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-15-65	5.918
*OTHER *(Specify)*		

FUNDS

PRC RATA: 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,043,923.00	$ 2,808,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M. Labove

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 14, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal Aid
Project No. I-5-2(47)82

AZALEA-GLENDALE JUNCTION SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1965

Type Code 6201
Roadway (Sta. 104+50 to Sta. 417+00)(Contract No. 6578)

Clearing and Grubbing	All Required			$ 110,000.00
Ditch Excavation, Unclassified	11,200	cu.yds.	$ 1.50	16,800.00
General Excavation, Unclassified	834,000	cu.yds.	0.55	453,200.00
Embankment Foundarion Excavation, Unclassified	400	cu.yds.	1.50	600.00
Overhaul	121,000	C-yd.stas.	0.45	54,450.00
Special Borrow Excavation, Unclassified	150,500	cu.yds.	0.55	82,775.00
Extra for Selected Embankment Slope Protection Material	19,200	cu.yds.	0.50	9,600.00
Finishing Roadbed and Slopes	All Required			15,000.00
Rounding Cutbanks	7,000	lin.ft.	0.20	1,400.00
Trench Excavation	17,700	cu.yds.	2.00	35,400.00
Special Backfill in Drains	170	cu.yds.	8.00	1,360.00
Furnishing and Placing Topsoil	15,000	cu.yds.	2.50	37,500.00
Watering	8,900	M-gals.	2.50	22,250.00
Preparation of Old Roadbed	5.70	miles	700.00	3,990.00
Subbase	129,000	cu.yds.	1.10	141,900.00
3/4" - 0 Material in Stone Leveling Course	64,600	tons	2.00	129,200.00
3/4" - 0 Aggregate in Prime Coat	700	cu.yds.	5.00	3,500.00
RC-250 Asphalt in Prime Coat	110	tons	75.00	8,250.00
RS-1 Asphalt in Tack Coat	14	tons	100.00	1,400.00
Class "B" Asphalt Concrete Mixture	51,400	tons	3.67	188,638.00
Asphalt Cement in Mixture	2,840	tons	36.00	102,240.00
8-inch Continuous Reinforced Concrete Pavement	83,000	sq.yds.	6.12	507,960.00
8-inch Reinforced Concrete Pavement	460	sq.yds.	7.60	3,496.00
12-inch Reinforced Concrete Bridge End Panels	190	sq.yds.	9.00	1,710.00
Special Steel Reinforcement	36,000	lbs.	0.13	4,680.00
Pavement Terminal Anchors	400	lin.ft.	10.00	4,000.00
Bituminous Base Mixture	3,800	tons	3.67	13,946.00
Asphalt in Bituminous Base Mixture	170	tons	36.00	6,120.00
Class "A" Concrete in Box Culverts	140	cu.yds.	65.00	9,100.00
Metal Reinforcement in Box Culverts	20,900	lbs.	0.14	2,926.00
48-inch Metal Tide Gate	1	only	650.00	650.00
8-inch Culvert Pipe	550	lin.ft.	3.25	1,787.50

12-inch Culvert Pipe	840	lin.ft.	$ 3.25	$ 2,730.00
15-inch Culvert Pipe	2,340	lin.ft.	4.10	9,594.00
18-inch Culvert Pipe	4,980	lin.ft.	5.00	24,900.00
24-inch Culvert Pipe	1,440	lin.ft.	8.00	11,520.00
36-inch Culvert Pipe	710	lin.ft.	12.00	8,520.00
48-inch Culvert Pipe	320	lin.ft.	19.00	6,080.00
72-inch Culvert Pipe	350	only	36.00	12,600.00
48-inch Arch-Type Pipe	200	only	20.00	4,000.00
6-inch Drain Pipe	1,180	lin.ft.	2.70	3,186.00
8-inch Drain Pipe	500	lin.ft.	3.25	1,625.00
Salvaging and Relaying Pipe	50	rods	10.00	500.00
15-inch Culvert End Sections	14	only	25.00	350.00
18-inch Culvert End Sections	30	only	30.00	900.00
24-inch Culvert End Sections	12	only	45.00	540.00
36-inch Culvert End Sections	8	only	110.00	880.00
48-inch Culvert End Sections	4	only	175.00	700.00
Concrete Inlets, Type D	9	only	180.00	1,620.00
Concrete Inlets, Type G	14	only	180.00	2,520.00
Concrete Inlets, Type G-1	1	only	180.00	180.00
Concrete Inlets, Type G-2M	56	only	180.00	10,080.00
Concrete Manholes	4	only	400.00	1,600.00
Concrete Curbs	160	cu.yds.	50.00	8,000.00
Extra for A.C. Concrete Approaches	18	only	35.00	630.00
Guide Posts, W-1	300	only	8.00	2,400.00
Guide Posts, Y-2	150	only	8.75	1,312.50
Guide Posts, Y-3	4	only	9.50	38.00
Guard Rail	16,000	lin.ft.	2.50	40,000.00
Type 2 Barricade	1,200	lin.ft.	3.75	4,500.00
Rail End Pieces	100	only	5.00	500.00
Guard Rail Blocks	1,000	only	1.50	1,500.00
Portable Barricade	6	only	150.00	900.00
Extra Guard Rail Posts	130	only	8.50	1,105.00
Salvaging Type 2 Barricade	1,200	lin.ft.	1.00	1,200.00
Guard Rail-Salvaged Type 2 Barricade	1,200	lin.ft.	1.00	1,200.00
Type 2 Fence	3,800	rods	8.50	32,300.00
Roadside Seeding	90	acres	100.00	9,000.00
Roadside Mulching	90	acres	180.00	16,200.00
Furnishing and Placing Jute Matting	300	sq.yds.	1.00	300.00
Grass Seed, Creeping Red Fescue	1,020	lbs.	1.50	1,530.00
Grass Seed, Chewings Fescue	740	lbs.	1.50	1,110.00
Grass Seed, Perennial Ryegrass	280	lbs.	1.50	420.00
Grass Seed, Newport Blue Grass	470	lbs.	1.50	705.00
Dutch White Clover	280	lbs.	1.50	420.00
Inorganic Fertilizer, 10-16-8	370	lbs.	0.10	37.00
Furnish Field Laboratory Building	All Required			500.00
Sign Support and Footings	All Required			3,500.00
Pipe Sign Posts	All Required			4,550.00
Single Sign Supports	All Required			3,750.00
Special Single Sign Supports	All Required			1,250.00
Double Sign Supports	All Required			900.00

Triple Sign Supports	All Required		$ 1,600.00
Structure Mounts	All Required		300.00
Painted Wood Sign Posts	All Required		1,850.00
Type "A" & "B" Signs in Place	2,022 sq.ft.	$ 7.00	14,154.00
Type "C" & "D" Signs in Place	540 sq.ft.	4.00	2,160.00
Type "E", "F" & "G" Signs in Place	185 sq.ft.	4.00	740.00
Type "P" Signs in Place	52 sq.ft.	5.00	260.00
			$2,241,275.00
Flagging (57½% of Contractor's Cost)	All Required		$ 12,000.00
Remove Pavement from Existing Bridge	All Required		1,500.00
Place Boulders in Channel for Fish	All Required		200.00
			$ 13,700.00
	Subtotal		$2,268,675.00
	10% Engr. & Cont.		226,867.00
	Total Roadway		$2,495,542.00

Type Code X018
Box Culvert (Sta. 330+68 to Sta. 330+89)

Trench Excavation	1,360 cu.yds.	$ 2.00	$ 2,720.00
Class "A" Concrete in Box Culvert	390 cu.yds.	65.00	25,350.00
Metal Reinforcement in Box Culvert	65,700 lbs.	0.14	9,198.00
			$ 37,268.00

Type Code X018
Box Culvert (Sta. 369+89 to Sta. 370+10)

Trench Excavation	740 cu.yds.	$ 2.00	$ 1,480.00
Class "A" Concrete in Box Culvert	370 cu.yds.	65.00	24,050.00
Metal Reinforcement in Box Culvert	59,400 lbs.	0.14	8,316.00
			$ 33,846.00

Type Code X021
Cow Creek Bridge Southbound (#6782-A)(Sta. 147+60 to Sta. 150+10)

Shoring, Cribbing, Etc.	All Required		$ 19,000.00
Structural Excavation	430 cu.yds.	$ 7.00	3,010.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Class "A" Concrete (690 c.y.)	All Required		59,000.00
Metal Reinforcement (188,800 lbs.)	All Required		25,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	20 lin.ft.	3.00	60.00
			$ 106,470.00

Type Code X021
Quines Creek Bridge Widening (#6783-A)(Sta. 155+75 to Sta. 156+55)

Modify Bridge No. 6783-A	All Required		$ 2,000.00
Shoring, Cribbing, etc.	All Required		2,000.00
Structural Excavation	40 cu.yds.	$ 7.00	280.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Class "A" Concrete (53 c.y.)	All Required		4,500.00
Metal Reinforcement (13,200 lbs.)	All Required		1,700.00
			$ 10,580.00

Type Code X020
Quines Creek Bridge Southbound (#6783-B)(Sta. 155+36 to Sta. 156+16)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	480 cu.yds.	$ 7.00	3,360.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Class "A" Concrete (239 c.y.)	All Required		18,000.00
Metal Reinforcement (49,000 lbs.)	All Required		6,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	20 lin.ft.	3.00	60.00
			$ 31,920.00

Type Code X020
Quines Creek Bridge on Eakin Frontage Road (#9347)(Sta. 156+00 to Sta. 156+80)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	330 cu.yds.	$ 7.00	2,310.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Class "A" Concrete (207 c.y.)	All Required		15,000.00
Metal Reinforcement (43,400 lbs.)	All Required		6,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	15 lin.ft.	3.00	45.00
			$ 27,655.00

Type Code X781
Quines Creek Road U'xing (#9348)(Sta. L^{n} 169+75)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	360 cu.yds.	$ 7.00	2,520.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Class "A" Concrete (589 c.y.)	All Required		46,000.00
45' to 50' Type 3 Prestressed Beams	4 only	950.00	3,800.00
50' to 55' Type 3 Prestressed Beams	4 only	1,200.00	4,800.00

75' to 80' Type 3 Prestressed Beams	12 only	$1,500.00	$ 18,000.00
Metal Reinforcement (130,000 lbs.)	All Required		17,000.00
Preparation of Slopes	400 sq.yds.	1.50	600.00
Concrete Slab Riprap	400 sq.yds.	7.50	3,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	120 lin.ft.	3.00	360.00
6-inch Standard Steel Pipe	110 lin.ft.	12.00	1,320.00
			$ 99,800.00

Type Code X021
Cow Creek Bridge on Quines Cr. Road (#9349)(Sta. E 18+58 to Sta. 20+64)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	220 cu.yds.	$ 7.00	1,540.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Furnish 10 BP 42 Steel Piling	330 lin.ft.	4.00	1,320.00
Drive Steel Piles	11 only	100.00	1,100.00
Splice Steel Piles	3 only	50.00	150.00
Class "A" Concrete (516 c.y.)	All Required		43,000.00
Metal Reinforcement (128,000 lbs.)	All Required		17,000.00
			$ 68,310.00

Type Code X781
Barton Road U'xing (#9351)(Sta. L^{R} 320+56.44)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	300 cu.yds.	$ 7.00	2,100.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Class "A" Concrete (536 c.y.)	All Required		41,000.00
40'-45' Type 3 Prestressed Beams	4 only	900.00	3,600.00
45'-50' Type 3 Prestressed Beams	4 only	950.00	3,800.00
80'-85' Type 3 Prestressed Beams	10 only	1,600.00	16,000.00
Metal Reinforcement (91,200 lbs.)	All Required		11,000.00
Preparation of Slopes	270 sq.yds.	1.50	405.00
Concrete Slab Riprap	270 sq.yds.	7.50	2,025.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	110 lin.ft.	3.00	330.00
6-inch Standard Steel Pipe	10 lin.ft.	12.00	120.00
			$ 82,680.00
	Subtotal		$ 498,529.00
	10% Engr. & Cont.		49,852.00
	Total Structures		$ 548,381.00

Length of Roadway - - - - - - - - - - - - - - 5.848 Miles
Length of Structures (4) - - - - - - - - - .070 Mile
Total Length - - - - - - - - - - - - - - - - 5.918 Miles
Cost of Roadway Per Mile - - - - - - - - - $426,734.26

SUMMARY OF FUNDS

Description	Total	Federal Funds	State Funds
Roadway	$2,495,542.00	$2,302,000.00	$193,542.00
Structures	548,381.00	506,000.00	42,381.00
	$3,043,923.00	$2,808,000.00	$235,923.00

WORK RETAINED IN P.S. & E. STATUS

Description	Total Cost	Federal Funds	State Funds
Work by El Paso Natural Gas Company	$800.00	$700.00	$100.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-2(47)82

AZALEA-GLENDALE JUNCTION SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 29, 1965

Type Code 6201
Roadway (Sta. 104+50 to Sta. 417+00)

Clearing and Grubbing	All Required		$ 85,000.00
Ditch Excavation, Unclassified	11,200 cu.yds.	$ 2.50	28,000.00
General Excavation, Unclassified	824,000 cu.yds.	0.65	535,600.00
Embankment Foundation Excavation, Unclassified	400 cu.yds.	1.00	400.00
Overhaul	121,000 C-yd.stas.	0.45	54,450.00
Special Borrow Excavation, Unclassified	150,500 cu.yds.	0.40	60,200.00
Extra for Selected Embankment Slope Protection Material	19,200 cu.yds.	1.25	24,000.00
Finishing Roadbed & Slopes	All Required		7,500.00
Rounding Cutbanks	7,000 lin.ft.	0.20	1,400.00
Trench Excavation	17,700 cu.yds.	2.50	44,250.00
Special Backfill in Drains	170 cu.yds.	7.00	1,190.00
Furnishing and Placing Topsoil	15,000 cu.yds.	2.75	41,250.00
Watering	8,900 M-gals.	3.00	26,700.00
Preparation of Old Roadbed	5.70 miles	200.00	1,140.00
Subbase	129,000 cu.yds.	1.25	161,250.00
3/4"-0 Material in Stone Leveling Course	64,600 tons	1.90	122,740.00
3/4"-0 Aggregate in Prime Coat	700 cu.yds.	4.50	3,150.00
RC-250 Asphalt in Prime Coat	110 tons	65.00	7,150.00
RS-1 Asphalt in Tack Coat	14 tons	80.00	1,120.00
Class "B" Asphalt Concrete Mixture	51,400 tons	4.10	210,740.00
Asphalt Cement in Mixture	2,840 tons	37.00	105,080.00
8-inch Continuous Reinf. Concrete Pavement	83,000 sq.yds.	6.00	498,000.00
8-inch Reinf. Concrete Pavement	460 sq.yds.	5.00	2,300.00
12-inch Reinf. Concrete Bridge End Panels	190 sq.yds.	5.00	950.00
Special Steel Reinforcement	36,000 lbs.	0.15	5,400.00
Pavement Terminal Anchors	400 lin.ft.	15.00	6,000.00
Bituminous Base Mixture	3,800 tons	4.00	15,200.00
Asphalt in Bituminous Base Mixture	170 tons	37.00	6,290.00

Class "A" Concrete in Box Culverts	140	cu.yds.	$ 75.00	$ 10,500.00
Metal Reinforcement in Box Culverts	20,900	lbs.	0.15	3,135.00
48-inch Metal Tide Gate	1	only	500.00	500.00
8-inch Culvert Pipe	550	lin.ft.	2.50	1,375.00
12-inch Culvert Pipe	840	lin.ft.	3.75	3,150.00
15-inch Culvert Pipe	2,340	lin.ft.	4.25	9,945.00
18-inch Culvert Pipe	4,980	lin.ft.	5.00	24,900.00
24-inch Culvert Pipe	1,440	lin.ft.	8.00	11,520.00
36-inch Culvert Pipe	710	lin.ft.	14.50	10,295.00
48-inch Culvert Pipe	320	lin.ft.	25.00	8,000.00
72-inch Culvert Pipe	350	only	42.00	14,700.00
48-inch Arch-Type Pipe	200	only	25.00	5,000.00
6-inch Drain Pipe	1,180	lin.ft.	2.00	2,360.00
8-inch Drain Pipe	500	lin.ft.	2.50	1,250.00
Salvaging and Re-laying Pipe	50	rods	5.00	250.00
15-inch Culvert End Sections	14	only	35.00	490.00
18-inch Culvert End Sections	30	only	40.00	1,200.00
24-inch Culvert End Sections	12	only	55.00	660.00
36-inch Culvert End Sections	8	only	135.00	1,080.00
48-inch Culvert End Sections	4	only	250.00	1,000.00
Concrete Inlets, Type "D"	9	only	125.00	1,125.00
Concrete Inlets, Type "G"	14	only	150.00	2,100.00
Concrete Inlets, Type G-1	1	only	150.00	150.00
Concrete Inlets, Type G-2M	56	only	160.00	8,960.00
Concrete Manholes	4	only	350.00	1,400.00
Concrete Curbs	160	cu.yds.	50.00	8,000.00
Extra for AC Concrete Approaches	18	only	30.00	540.00
Guide Posts, Y-1	300	only	7.50	2,250.00
Guide Posts, Y-2	150	only	8.00	1,200.00
Guide Posts, Y-3	4	only	9.00	36.00
Guard Rail	16,000	lin.ft.	2.50	40,000.00
Type 2 Barricade	1,200	lin.ft.	4.00	4,800.00
Rail End Pieces	100	only	5.00	500.00
Guard Rail Blocks	1,000	only	2.00	2,000.00
Portable Barricade	6	only	75.00	450.00
Extra Guard Rail Posts	130	only	9.00	1,170.00
Salvaging Type 2 Barricade	1,200	lin.ft.	1.00	1,200.00
Guard Rail-Salvaged Type 2 Barricade	1,200	lin.ft.	1.00	1,200.00
Type 2 Fence	3,800	rods	8.00	30,400.00
Roadside Seeding	90	acres	125.00	11,250.00
Roadside Mulching	90	acres	175.00	15,750.00
Furnishing and Placing Jute Matting	300	sq.yds.	1.00	300.00
Grass Seed, Creeping Red Fescue	1,020	lbs.	0.60	612.00
Grass Seed, Chewings Fescue	740	lbs.	0.60	444.00
Grass Seed, Perennial Ryegrass	280	lbs.	0.30	84.00
Grass Seed, Newport Bluegrass	470	lbs.	0.80	376.00
Dutch White Clover	280	lbs.	.80	224.00
Inorganic Fertilizer, 10-16-8	370	lbs.	6.00	2,220.00

Furnish Field Laboratory Bldg.	All Required		$ 1,000.00
Sign Support and Footings	All Required		2,500.00
Pipe Sign Posts	All Required		5,500.00
Single Sign Supports	All Required		3,300.00
Special Single Sign Supports	All Required		450.00
Double Sign Supports	All Required		630.00
Triple Sign Supports	All Required		1,150.00
Structure Mounts	All Required		150.00
Painted Wood Sign Posts	All Required		1,470.00
Type "A" and "B" Signs in Place	2,022 sq.ft.	$ 6.75	13,648.50
Type "C" and "D" Signs in Place	540 sq.ft.	3.65	1,971.00
Type "E", "F" and "G" Signs in Place	185 sq.ft.	3.80	703.00
Type "P" Signs in Place	52 sq.ft.	5.00	260.00
			$2,339,233.50
Flagging (57½% of Contractors Cost)	All Required		$ 12,000.00
Remove Pavement from Existing Bridge	All Required		1,500.00
Place Boulders in Channel For Fish	All Required		200.00
			$ 13,700.00
Utility Work by El Paso Natural Gas Co.	All Required		$ 800.00
	Subtotal		$2,353,733.50
	10% Engr. & Cont.		235,372.50
	Total Roadway		$2,589,106.00

Type Code K018
Box Culvert (Sta. 330+66 to Sta. 330+89)

Trench Excavation	1,360 cu.yds.	$ 2.50	$ 3,400.00
Class "A" Concrete in Box Culvert	390 cu.yds.	75.00	29,250.00
Metal Reinforcement in Box Culvert	65,700 lbs.	0.15	9,855.00
			$ 42,505.00

Type Code K018
Box Culvert (Sta. 369+89 to Sta. 370+10)

Trench Excavation	740 cu.yds.	$ 2.50	$ 1,850.00
Class "A" Concrete in Box Culvert	370 cu.yds.	75.00	27,750.00
Metal Reinforcement in Box Culvert	59,400 lbs.	0.15	8,910.00
			$ 38,510.00

Type Code X021
Cow Creek Bridge Southbound (#6782-A)(Sta. 147+60 to Sta. 150+10)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	430 cu.yds.	$ 8.00	3,440.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Class "A" Concrete (690 cu.yds. @ $80.00)	All Required		55,200.00
Metal Reinforcement (188,800 lbs. @ $0.13)	All Required		24,544.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	20 lin.ft.	5.00	100.00
			$ 85,684.00

Type Code X021
Quines Creek Bridge Widening (#6783-A)(Sta. 155+75 to Sta. 156+55)

Modify Bridge No. 6783-A	All Required		$ 2,000.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	40 cu.yds.	$ 15.00	600.00
Structural Excavation Below Elevation Shown	10 cu.yds.	15.00	150.00
Class "A" Concrete (53 cu.yd. @ $100.00)	All Required		5,300.00
Metal Reinforcement (13,200 lbs. @$0.14)	All Required		1,848.00
			$ 14,898.00

Type Code X020
Quines Creek Bridge Southbound (#6783-B)(Sta. 155+36 to Sta. 156+16)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	480 cu.yds.	$ 10.00	4,800.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Class "A" Concrete (239 cu.yd. @ $80.00)	All Required		19,120.00
Metal Reinforcement (49,000 lbs. @ $0.13)	All Required		6,370.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	20 lin.ft.	5.00	100.00
			$ 34,890.00

Type Code X020
Quines Creek Bridge on Eakin Frontage Road (#9347)(Sta. 156+00 to Sta. 156+80)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	330 cu.yds.	$ 8.00	2,640.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00

Class "A" Concrete (207 cu.yd. @ $80.00)	All Required		$ 16,560.00
Metal Reinforcement (43,400 lbs. @ $0.13)	All Required		5,642.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	15 lin.ft.	$ 5.00	75.00
			$ 30,217.00

Type Code X781
Quines Creek Road U'xing (#9348)(Sta. Ln 169+75)

Shoring, Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	360 cu.yds.	8.00	2,880.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Class "A" Concrete (589 cu.yd. @ $90.00)	All Required		53,010.00
45' to 50' Type 3 Prestressed Beams	4 only	950.00	3,800.00
50' to 55' Type 3 Prestressed Beams	4 only	1,100.00	4,400.00
75' to 80' Type 3 Prestressed Beams	12 only	1,750.00	21,000.00
Metal Reinforcement (130,000 lbs. @ $0.13)	All Required		16,900.00
Preparation of Slopes	400 sq.yds.	2.00	800.00
Concrete Slab Riprap	400 sq.yds.	8.00	3,200.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	120 lin.ft.	5.00	600.00
6-inch Standard Steel Pipe	110 lin.ft.	14.00	1,540.00
			$ 114,530.00

Type Code X021
Cow Creek Bridge on Quines Cr. Road (#9349)(Sta. 18+58 to Sta. 20+64)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	220 cu.yds.	$ 8.00	1,760.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Furnish 10 BP 42 Steel Piling	330 lin.ft.	5.00	1,650.00
Drive Steel Piles	11 only	90.00	990.00
Splice Steel Piles	3 only	50.00	150.00
Class "A" Concrete (516 cu.yd. @$85.00)	All Required		43,860.00
Metal Reinforcement (128,000 lbs. @ $0.13)	All Required		16,640.00
			$ 69,250.00

Type Code X781
Barton Road U'xing (#9351)(Sta. Ln320+56.44)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	300 cu.yds.	$ 10.00	3,000.00

Structural Excavation Below Elevation Shown	30 cu.yds.	$ 10.00	$ 300.00
Class "A" Concrete (536 cu.yd. @ $80.00)	All Required		42,880.00
40'-45' Type 3 Prestressed Beams	4 only	800.00	3,200.00
45'-50' Type 3 Prestressed Beams	4 only	1,000.00	4,000.00
80'-85' Type 3 Prestressed Beams	10 only	2,000.00	20,000.00
Metal Reinforcement (91,200 lbs. @ $0.13)	All Required		11,856.00
Preparation of Slopes	270 sq.yds.	2.00	540.00
Concrete Slab Riprap	270 sq.yds.	8.00	2,160.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	110 lin.ft.	5.00	550.00
6-inch Standard Steel Pipe	10 lin.ft.	15.00	150.00
			$ 92,636.00
	Subtotal		$ 523,120.00
	10% Engr. & Cont.		52,312.00
	Total Structures		$ 575,432.00

Length of Roadway - - - - - - - - - - - - - 5.848 miles
Length of Structures (4) - - - - - - - - - .070 miles

Total Length 5.918 miles

Cost of Roadway per Mile - - - - - - - - - - - - - - - - - $441,977.80

SUMMARY OF FUNDS

Description	Total	Federal Funds	State Funds
Roadway	$2,589,106.00	$2,388,200.00	$ 200,906.00
Structures	575,432.00	530,800.00	44,632.00
	$3,164,538.00	$2,919,000.00	$ 245,538.00

AZALEA-GLENDALE JCT. SECTION

PROJECT NO. I-5-2(47)82

Prestressed Beam Quantities

Bridge No. 9351

40' to 45' Type 3 Prestressed Beams

Overhead	All Required			$ 150.00
Class "AA" Concrete	6.35	cu.yds.	$67.00	425.45
Metal Reinforcement	762	lbs.	0.13	99.06
Prestress Wire	261	lbs.	0.50	130.50
				$ 805.01
			Use	$ 800.00

45' to 80' Type 3 Prestressed Beams

Overhead	All Required			$ 150.00
Class "AA" Concrete	7.36	cu.yds.	$67.00	493.12
Metal Reinforcement	842	lbs.	0.13	109.46
Prestress Wire	458	lbs.	0.50	229.00
				$ 981.58
			Use	$1,000.00

80' to 85' Type 3 Prestressed Beams

Overhead	All Required			$ 150.00
Class "AA" Concrete	12.60	cu.yds.	$67.00	844.20
Metal Reinforcement	1271	lbs.	0.13	165.23
Prestress Wire	1605	lbs.	0.50	807.50
				$1,966.93
			Use	$2,000.00

AZALEA-GLENDALE JCT. SECTION

Prestressed Beam Quantities - cont'd

Bridge No. 9348

45' to 50' Type 3 Prestressed Beams

Overhead	All Required			$ 150.00
Class "AA" Concrete	6.93	cu.yds.	$67.00	464.31
Metal Reinforcement	910	lbs.	0.13	118.30
Prestress Wire	382	lbs.	0.50	191.00
				$ 923.61
			Use	$ 950.00

50' to 55' Type 3 Prestressed Beams

Overhead	All Required			$ 150.00
Class "AA" Concrete	7.70	cu.yds.	$67.00	521.93
Metal Reinforcement	970	lbs.	0.13	126.10
Prestress Wire	540	lbs.	0.50	270.00
				$1,068.03
			Use	$1,100.00

75' to 80' Type 3 Prestressed Beams

Overhead	All Required			$ 150.00
Class "AA" Concrete	11.53	cu.yds.	$67.00	772.51
Metal Reinforcement	1180	lbs.	0.13	153.40
Prestress Wire	1340	lbs.	0.50	670.00
				$1,745.91
			Use	$1,750.00

Oregon State Highway Department

Federal Aid
Project No. I-5-2(47)82

AZALEA-GLENDALE JUNCTION SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 9, 1965

Type Code 6201
Roadway (Sta. 104+50 to Sta. 417+00)

Clearing and Grubbing	All Required		$ 85,000.00
Ditch Excavation, Unclassified	10,800 cu.yds.	$ 2.50	27,000.00
General Excavation, Unclassified	824,000 cu.yds.	0.65	535,600.00
Embankment Foundation Excavation, Unclassified	400 cu.yds.	1.00	400.00
Overhaul	121,000 C-yd.stas.	0.45	54,450.00
Special Borrow Excavation, Unclassified	150,500 cu.yds.	0.40	60,200.00
Extra for Selected Embankment	19,200 cu.yds.	1.25	24,000.00
Slope Protection Material	All Required		7,500.00
Finishing Roadbed and Slopes	7,000 lin.ft.	0.20	1,400.00
Rounding Cutbanks	17,500 cu.yds.	2.50	43,750.00
Trench Excavation	170 cu.yds.	7.00	1,190.00
Special Backfill in Drains	15,000 cu.yds.	2.75	41,250.00
Furnishing and Placing Topsoil	9,700 M-gal.	3.00	29,100.00
Watering	5.70 miles	200.00	1,140.00
Preparation of Old Roadbed	134,000 cu.yds.	1.25	167,500.00
Subbase			
3/4"-0 Material in Stone Leveling Course	62,000 tons	1.90	117,800.00
3/4"-0 Aggregate in Prime Coat	660 cu.yds.	4.50	2,970.00
MC-250 Asphalt in Prime Coat	102 tons	65.00	6,630.00
RS-1 Asphalt in Tack Coat	14 tons	80.00	1,120.00
Class "B" Asphalt Concrete Mixture	51,400 tons	4.10	210,740.00
Asphalt Cement in Mixture	2,840 tons	37.00	105,080.00
8-inch Reinforced Concrete Pavement	84,000 sq.yds.	5.00	420,000.00
12-inch Reinforced Concrete Bridge End Panels	190 sq.yds.	5.00	950.00
Special Steel Reinforcement	15,000 lbs.	0.15	2,250.00
Bituminous Base Mixture	17,000 tons	4.00	68,000.00
Asphalt in Bit. Base Mixture	760 tons	37.00	28,120.00
Class "A" Concrete in Box Culverts	140 cu.yds.	75.00	10,500.00

Metal Reinforcement in Box Culverts	20,900 lbs.	$ 0.15	$ 3,135.00
48-inch Metal Tide Gate	1 only	500.00	500.00
8-inch Culvert Pipe	550 lin.ft.	2.50	1,375.00
12-inch Culvert Pipe	840 lin.ft.	3.75	3,150.00
15-inch Culvert Pipe	2,270 lin.ft.	4.25	9,647.50
18-inch Culvert Pipe	4,980 lin.ft.	5.00	24,900.00
24-inch Culvert Pipe	1,440 lin.ft.	8.00	11,520.00
36-inch Culvert Pipe	710 lin.ft.	14.50	10,295.00
48-inch Culvert Pipe	320 lin.ft.	25.00	8,000.00
72-inch Culvert Pipe	350 only	42.00	14,700.00
48-inch Arch-Type Pipe	200 only	25.00	5,000.00
6-inch Drain Pipe	1,180 lin.ft.	2.00	2,360.00
8-inch Drain Pipe	500 lin.ft.	2.50	1,250.00
Salvaging and Re-laying Pipe	50 rods	5.00	250.00
15-inch Culvert End Sections	14 only	35.00	490.00
18-inch Culvert End Sections	30 only	40.00	1,200.00
24-inch Culvert End Sections	12 only	55.00	660.00
36-inch Culvert End Sections	8 only	135.00	1,080.00
48-inch Culvert End Sections	4 only	250.00	1,000.00
Concrete Inlets, Type D	9 only	125.00	1,125.00
Concrete Inlets, Type G	14 only	150.00	2,100.00
Concrete Inlets, Type G-1	1 only	150.00	150.00
Concrete Inlets, Type G-2M	56 only	160.00	8,960.00
Concrete Manholes	4 only	350.00	1,400.00
Concrete Curbs	160 cu.yds.	50.00	8,000.00
Extra for AC Concrete Approaches	18 only	30.00	540.00
Guide Posts, W-1	300 only	7.50	2,250.00
Guide Posts,,Y-2	150 only	8.00	1,200.00
Guide Posts, Y-3	4 only	9.00	36.00
Guard Rail	16,000 lin.ft.	2.50	40,000.00
Type 2 Barricade	1,200 lin.ft.	4.00	4,800.00
Rail End Pieces	100 only	5.00	500.00
Guard Rail Blocks	1,000 only	2.00	2,000.00
Portable Barricade	6 only	75.00	450.00
Extra Guard Rail Posts	130 only	9.00	1,170.00
Salvaging Type 2 Barricade	1,200 lin.ft.	1.00	1,200.00
Guard Rail-Salvaged Type 2 Barricade	1,200 lin.ft.	1.00	1,200.00
Type 2 Fence	3,800 rods	8.00	30,400.00
Roadside Seeding	90 acres	125.00	11,250.00
Roadside Mulching	90 acres	175.00	15,750.00
Furnishing and Placing Jute Matting	300 sq.yds.	1.00	300.00
Grass Seed, Creeping Red Fescue	1,020 lbs.	0.60	612.00
Grass Seed, Chewings Fescue	740 lbs.	0.60	444.00
Grass Seed, Perennial Ryegrass	280 lbs.	0.30	84.00
Grass Seed, Newport Blue Grass	470 lbs.	0.80	376.00
Dutch White Clover	280 lbs.	.80	224.00
Inorganic Fertilizer, 10-16-8	370 lbs.	6.00	2,220.00
Sign Support and Footings	All Required		2,500.00

Pipe Sign Posts	All Required		$ 5,500.00
Single Sign Supports	All Required		3,300.00
Special Single Sign Supports	All Required		450.00
Double Sign Supports	All Required		630.00
Triple Sign Supports	All Required		1,150.00
Structure Mounts	All Required		150.00
Painted Wood Sign Posts	All Required		1,470.00
Type "A" and "B" Signs in Place	2,022 sq.ft.	$ 6.75	13,648.00
Type "C" and "D" Signs in Place	540 sq.ft.	3.65	1,971.00
Type "E", "F" and "G" Signs in Place	185 sq.ft.	3.80	703.00
Type "P" Signs in Place	52 sq.ft.	5.00	260.00
			$2,324,626.00
Flagging (57½% of Contractors Cost)	All Required		$ 12,000.00
Remove Pavement from Existing Bridge	All Required		1,500.00
			$ 13,500.00

Utility

Work by Elpaso Natural Gas Co.	All Required		$ 800.00
		Subtotal	$2,338,926.00
		10% Engr. & Cont.	233,892.00
		Total Roadway	$2,572,818.00

Type Code X018
Box Culvert (Sta. 330+66 to Sta. 330+89)

Trench Excavation	1,360 cu.yds.	$ 2.50	$ 3,400.00
Class "A" Concrete in Box Culvert	390 cu.yds.	75.00	29,250.00
Metal Reinforcement in Box Culvert	65,700 lbs.	0.15	9,855.00
			$ 42,505.00

Type Code X018
Box Culvert (Sta. 369+89 to Sta. 370+10)

Trench Excavation	740 cu.yds.	$ 2.50	$ 1,850.00
Class "A" Concrete in Box Culvert	370 cu.yds.	75.00	27,750.00
Metal Reinforcement in Box Culvert	57,400 lbs.	0.15	8,910.00
			$ 38,510.00

Type Code X021
Cow Creek Bridge Southbound (#6782-A)(Sta. 147+60 to Sta. 150+10)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	430 cu.yds.	$ 8.00	3,440.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Class "A" Concrete (690 c.y. @ $80.00)	All Required		55,200.00
Metal Reinforcement (188,800 lbs. @ $0.13)	All Required		24,544.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	20 lin.ft.	5.00	100.00
			$ 85,684.00

Type Code X021
Quines Creek Bridge Widening (#6783-A)(Sta. 155+75 to Sta. 156+55)

Modify Bridge No. 6783-A	All Required		$ 2,000.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	40 cu.yds.	$ 15.00	600.00
Structural Excavation Below Elevation Shown	10 cu.yds.	15.00	150.00
Class "A" Concrete (53 c.y. @ $100.00)	All Required		5,300.00
Metal Reinforcement (13,200 lbs. @$0.14)	All Required		1,848.00
			$ 14,898.00

Type Code X020
Quines Creek Bridge Southbound (#6783-B)(Sta. 155+36 to Sta. 156+16)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	430 cu.yds.	$ 10.00	4,800.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Class "A" Concrete (239 c.y. @ $80.00)	All Required		18,400.00
Metal Reinforcement (49,000 lbs. @ $0.13)	All Required		6,240.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	20 lin.ft.	5.00	100.00
			$ 34,040.00

Type Code X020
Quines Creek Bridge on Eakin Frontage Road (#9347)(Sta. 156+00 to Sta. 156+80)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	330 cu.yds.	$ 8.00	2,640.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Class "A" Concrete (207 cu.yd. @ $80.00)	All Required		16,560.00
Metal Reinforcement (43,400 lbs. @ $0.13)	All Required		5,642.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	15 lin.ft.	5.00	75.00
			$ 30,217.00

Type Code X781
Quines Creek Road U'xing (#9348)(Sta. Ln 169+75)

Shoring, Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	360 cu.yds.	$ 8.00	2,880.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Class "A" Concrete (589 c.y. @ $90.00)	All Required		53,010.00
45' to 50' Type 3 Prestressed Beams	4 only	950.00	3,800.00
50' to 55' Type 3 Prestressed Beams	4 only	1,100.00	4,400.00
75' to 80' Type 3 Prestressed Beams	12 only	1,750.00	21,000.00
Metal Reinforcement (130,000 lbs. @ $0.13)	All Required		16,900.00
Preparation of Slopes	400 sq.yds.	2.00	800.00
Concrete Slab Riprap	400 sq.yds.	8.00	3,200.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	120 lin.ft.	5.00	600.00
6-inch Standard Steel Pipe	110 lin.ft.	14.00	1,540.00
			$ 114,530.00

Type Code X021
Cow Creek Bridge on Quines Cr. Road (#9349)(Sta. 418+58 to Sta. 20+64)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	220 cu.yds.	$ 8.00	1,760.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Furnish 10 BP 42 Steel Piling	330 lin.ft.	5.00	1,650.00
Drive Steel Piles	11 only	90.00	990.00
Splice Steel Piles	3 only	50.00	150.00

Class "A" Concrete (516 c.y.@ $85.00)	All Required		$ 43,860.00
Metal Reinforcement (128,000 lbs. @ $0.13)	All Required		16,640.00
			$ 69,250.00

Type Code K781
Barton Road U'xing (#9351)(Sta. Ln 320+56.44)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	300 cu.yds.	$ 10.00	3,000.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Class "A" Concrete (536 c.y. @ $80.00)	All Required		42,880.00
40'-45' Type 3 Prestressed Beams	4 only	800.00	3,200.00
45'-50' Type 3 Prestressed Beams	4 only	1,000.00	4,000.00
80'-85' Type 3 Prestressed Beams	10 only	2,000.00	20,000.00
Metal Reinforcement (91,200 lbs. @ $0.13)	All Required		11,856.00
Preparation of Slopes	290 sq.yds.	2.00	580.00
Concrete Slab Riprap	290 sq.yds.	8.00	2,320.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	110 lin.ft.	5.00	550.00
6-inch Standard Steel Pipe	10 lin.ft.	15.00	150.00
			$ 92,836.00

Subtotal	$ 522,470.00
10% Engr. & Cont.	52,247.00
Total Structures	$ 574,717.00

Length of Roadway - - - - - - - - - - - - - 5.848 miles
Length of Structures (4)- - - - - - - - - - .070 miles

Total Length - - - - - - - - - - - - - - - - 5.918 miles

Cost of Roadway per Mile - - - - - - - - - $439,948.35

SUMMARY OF FUNDS

Description	Total	Federal Funds	State Funds
Roadway	$2,572,818.00	$2,373,400.00	$199,418.00
Structures	574,717.00	530,000.00	44,717.00
	$3,147,535.00	$2,903,400.00	$244,135.00

RECEIVED
JUN 7 1965

FORM B-BOX—50M—7-64 SP*6230-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1965

To: Mr. D. H. Moehring
Right of Way Engineer

BUILDING

SUBJECT: Amlee-Glendale Jct. Section
Pacific Highway
Contract No. 6578

Reference is made to the following right of way files on the subject section:

File No. 36977 - Malbert
File No. 36979 - Saymour
File No. 37141 - Sheppard
File No. 36982 - Hawkins
File No. 36992 - Winkleman

Property being acquired for right of way under the above files is under condemnation proceedings. Part of the appraisal value for these properties was for replacement of fencing with the exception of File No. 36992. The State was not required to fence on the right of way line in the condemnation complaint. However, before construction can proceed the existing fences must be removed and, since the property owners have livestock in these fields, the fencing must be replaced.

We propose to do this fencing work under a Price Agreement which is being processed. The amount of money which was included in the appraisal for fencing should be deducted from the final settlement.

We have received tentative approval from the Bureau of Public Roads in this matter.

Please furnish this office with any future correspondence in this matter.

DBS:bjm
cc: A. W. Parsons
F. B. Klaboe
G. E. Rohde
L. R. Chandler

F. D. Morgan
Construction Engineer

NOTED
F.B.K.

RECEIVED
JUN 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 1965
FOR FILING
F 6 2(47) P2
6578

Salem, Oregon
May 19, 1965

Mr. Walter T. Wright
Right of Way Engineer

BUILDING

The Bureau of Public Roads has not approved the use of Interstate funds for the right of way limits as shown for the proposed future Barton Road Interchange on the Azalea-Josephine Co. Line Section, as per attached letter. Therefore, on our revised Federal Aid right of way plan sheet No. 11, we propose to show the portions of files 36992 and 36993 for the off ramp left of Station 321 to 328 as excess.

We will need a revised estimate of cost for these two files to submit for project agreement. If they approve the plans as shown, a segregation will be needed between participating and nonparticipating with possibly a transfer for prior costs incurred on these two files.

Enclosed is one copy of sheet 11 of the right of way plan with the proposed revision shown.

L. H. Young
Office Engineer

CL:lt

RECEIVED
JUN 1 - 1965
Form E-[illegible]

FOR FILING
I-5-2(47)82

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Cleveland [illegible] modifications of project [illegible] additional funds [illegible]
Date MAY 1-3 1965 W E Martin
[illegible]
U.S. Bureau of Public Roads

Project Name Azalea-Glendale ..... Date May 13, 1965.
6578
Highway Pacific ..... Contract No. 6578
County Douglas ..... Prefix 610-1002
Contractor Slate-Hall and Hamilton Construction Co. ..... F. A. Project No. I-5-2(47)82
Address 7805 S.W. 40th Avenue, Portland 19, Oregon ..... Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 330 Lin.Ft. of 6-inch steel irrigation pipe.

Location by station numbers:

Ls 280+00

Estimate of quantities and cost:

330 Lin.Ft. 6-inch steel irrigation pipe, wrapped, at $2.10 (includes couplings and freight)	$693.00
Labor, handling and installation	350.00
	$1,043.00
Contractor's Percent. 15%	156.45
	$1,199.45

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work under this order will reduce contract cost an estimated $620.55 because this pipe will replace the 18-inch conduit pipe planned at this station. Owner of irrigation system would like this pipe installed as soon as practical. Work covered by this order has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,098,592.00	
Present estimate of project cost, including $1,199.45 for work under this order	$3,098,592.00	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ A. L. Chapman
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. R. Chandler
Division Engineer

Approved /s/ L. H. Young
[illegible] State Highway Engineer
[illegible] Office Engineer.

State Printing 1 over-run 5-1-65

RECEIVED
MAY 13 1965
FOR FILING

May 13, 1965

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

Attached is a suggested reply for the Governor's consideration to Mrs. Marian M. Owens of Glendale, whose April 9 letter to the Governor charged wrongdoing and malfeasance on the part of the Highway Commission.

The matter has been very carefully reviewed and the following is from a report prepared by Right of Way Engineer Walter T. Wright covering the situation:

"While Mrs. Owens' letter avoids using names, I believe I have identified the situations to which she alludes. I must comment that I think the newspaper exercised proper judgment in refusing to print this malicious and irresponsible information.

Situation #1: File No. 37069

"The Azalea man is probably Leland Stanford "Shorty" Johns. A filing in condemnation was made on this property January 4, 1965. While the Deschutes County Sheriff was able to make service on Edison Llewellyn Johns on January 5, 1965, the Douglas County people did not succeed in making service on Leland Stanford Johns until January 7, 1965.

"Mr. Johns, in the meantime, attended an auction sale on January 6 wherein he purchased the buildings on his property and elected to move them back to clear the right-of-way. Stakes were set by our Resident Engineer for his use, but were knocked out in the course of his operation. After the buildings were removed and the stakes reset for fencing, it was found that he had not cleared the right-of-way line with one of the buildings. Our Resident Engineer states that the two stakings of line were identical. An error was made by Mr. Johns.

"The reconstruction of an irrigation ditch which serves a portion of the Johns' property was found neither physically, or economically feasible. It is true that Mr. Johns has lost the water rights to that portion of his irrigated land which lies within the right-of-way taking. Compensation has been made for this loss by paying full irrigated land values for that within the taking. We are paying, as a damage, the difference between irrigated land value and dry land value to compensate the water loss to property outside the taking; the water rights are unimpaired, and may be applied to other irrigable land.

Situation #2: File No. 37001

"Mrs. Owens is wrong. The State employee who told her father that Mr. Marriott's attorney had settled was truthful. Mr. Marriott has since been engaged in an effort to clear the encumbrances from his title so that payment may be made.

Situation #3: File No. 37001

"If the 'State man' reported that Glendale Junction could have been left as it was, he was in error. I am sure no such statement was made. You are quite familiar with Interstate design standards and recognize the gross error of any such contention.

Situation #4:

"It is quite possible that Mrs. Owens refers here to two businesses directly across the road from each other; that is, the Log-Cabin Truck Stop and the Log-Cabin Motel.

File No. 37202:

"The motel owner induced our agent to write up, in option form, a counter proposal which substantially exceeded our appraisal. In the course of examining this proposal, I personally discovered an error (a duplication) in the appraisal and directed that a new review be made. I then rejected the proposed settlement and instructed the agent to reopen the negotiation. This was done, and a settlement figure reached which was agreeable both to us and Mr. Irwin, and the file was closed. Mr. Irwin has told our office manager that he 'enjoys doing business with the State.'

File No. 37205:

"The Log-Cabin Truck Stop has utilized a widened area of State Highway right-of-way for parking for may years. The appraisals on this property, which we procured from fee appraisers, have been under criticism by the Bureau of Public Roads. It is contended that compensation was being adjudged to the property owner which was based upon his ability to use the State Highway right-of-way as a business adjunct. This owner had been unwilling to settle at our appraised value, and a condemnation suit was filed upon the property in order to gain entry and let a construction contract.

"When the controversy on true value arose, we rescinded our offer and substituted another which will qualify for full Federal participation, pending the outcome of our discussion with the Bureau of Public Roads over the proper valuation level. This matter will soon be resolved, and a final offer tendered.

"The statement that these people, or any other property owners on these projects, were not offered the appraised price is completely untrue. It has been necessary to modify appraisals, and the subsequent offer in some instances. Very tight schedules were set for completion of these projects."

I am not quite sure as to Mrs. Owens' interest in the matter as our records do not indicate that we have purchased right-of-way directly from her. Mr. Marriott apparently is her father and negotiations for his property were conducted through his attorney, Mr. George Neuner of Roseburg. As far as we can determine, this was an amicable settlement and has not resulted in controversy.

There is no question that the establishment of freeways through any community causes reaction and, unfortunately, sometimes misunderstanding which result in hard feelings toward the Highway Commission. Access control, particularly from business establishments, is often hard for the owners thereof to accept when they have been operating in a certain fashion over a long time. I cannot help but feel that letters like Mrs. Owens' are based largely on rumor, community gossip, and misunderstanding of the basic facts.

Our suggested reply will probably do little to change her thinking but as far as I know, our employees have not acted in an improper manner in this undertaking.

Very truly yours,

cc R. L. Porter
Victor D. Wolfe
Walter T. Wright

RLP:ms bg

Forrest Cooper
State Highway Engineer

Attachment

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
May 13, 1965

Mrs. Marian M. Owens
Old Highway 99 North
Glendale, Oregon

Dear Mrs. Owens:

This is in reference to your letter of April 9 containing allegations that the Highway Department was operating in an improper manner in acquiring right-of-way for Interstate Route 5 in your neighborhood. I was quite concerned with your statements that the Highway Commission was not acting in an honest manner and had the problem thoroughly investigated.

As is usual in such cases, there seems to be considerable misunderstanding and, unfortunately, bitter feelings over the attempts of the Highway Department to acquire right-of-way for this segment of the Interstate highway system. Your Highway Commission is governed and bound not only with the obligation of properly administering State Highway funds but also in explicitly following Federal regulations pertaining to the acquisition of right-of-way.

There is certainly no reason for the Highway Department to tender anyone less than the fair market value for his property and I believe that when all of the facts are examined, you will find this to be the case. Also, it is not advantage to the Highway Commission or any of the Department staff to be anything but honest and forthright with all people. Highway Department records do not support the contentions in your letter and I suggest that if you wish explicit information

on any point connected with the acquisition of right-of-way, you address an inquiry to the State Highway Engineer in Salem and he will be glad to offer any explanation or provide any data that is available.

cc R. L. Porter
Victor D. Wolfe
Walter T. Wright

RLP:ms bg

FORM E-30 80M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1965

SUBJECT: Files No. 37069 - 37001 - 37202 - and 37205 - Glendale-Azalea Right of Way Acquisitions

To: Mr. Victor D. Wolfe
Administrative Assistant

ADMINISTRATION

" This will respond to your Assignment #283 handed to me this afternoon. While Mrs. Owens' letter avoids using names, I believe I have identified the situations to which she alludes. I must comment that I think the newspaper exercised good taste in refusing to print this malicious and irresponsible garbage.

Situation # 1: File No. 37069

The Azalea man is probably Leland Stanford "Shorty" Johns. A filing in condemnation was made on this property January 4, 1965. While the Deschutes County Sheriff was able to make service on Edison Llewellyn Johns on January 5, 1965, the Douglas County people did not succeed in making service on Leland Stanford Johns until January 7, 1965.

Mr. Johns, in the meantime, attended an auction sale on January 6 wherein he purchased the buildings on his property and elected to move them back to clear the right of way. Stakes were set by our Resident Engineer for his use, but were knocked out in the course of his operation. After the buildings were removed and the stakes reset for fencing, it was found that he had not cleared the right of way line with one of the buildings. Our Resident Engineer states that the two stakings of line were identical. An error was made; but by Mr. Johns.

The reconstruction of an irrigation ditch which serves a portion of the Johns' property was found neither physically, or economically feasible. It is true that Mr. Johns has lost, to us, the water rights to that portion of his irrigated land which lies within our right of way taking. Compensation has been made for this loss by paying full irrigated land values for that within the taking. Mr. Johns declines to preserve his water rights by accepting compensation reduced by the value of the water rights. We are paying, as a damage, the difference between

irrigated land value and dry land value to compensate the water loss to property outside the taking; the water rights are unimpaired, and may be applied to other irrigable land.

Situation # 2: File No. 37001

Mrs. Owens is wrong, and the State employee quite truthful who told her father that Mr. Marriott's attorney had settled. Mr. Marriott has since been engaged in an effort to clear the encumbrances from his title so that payment may be made.

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The "State man" who allegedly reported that the Glendale Junction could have been left as it was, was obviously mistaken. You are quite familiar with Interstate design standards and recognize the gross error of any such contention.

Situation # 4:

It is quite possible that Mrs. Owens refers here to two businesses directly across the road from each other; that is, the Log-Cabin Truck Stop and the Log-Cabin Motel.

File No. 37202:

The motel owner induced our agent to write up, in option form, a counter proposal which substantially exceeded our appraisal. In the course of examining this proposal, I personally discovered an error (a duplication) in the appraisal and directed that a new review be made. I then rejected the proposed settlement and instructed the agent to reopen the negotiation. This was done, and a settlement figure reached which was agreeable both to us and Mr. Irwin, and the file was closed. Mr. Irwin has told our office manager that he "enjoys doing business with the State."

File No. 37205:

The Log-Cabin Truck Stop has utilized a widened area of State Highway right of way for parking for many years. The appraisals on this property, which we procured from fee appraisers, have been under criticism by the Bureau of Public Roads. It is contended that compensation was being adjudged to the property owner which was based upon his ability to use the State Highway right of way as a business adjunct. This owner had been unwilling to settle at our appraised value, and a condemnation suit was filed upon the property in order to gain entry and let a construction contract.

When the controversy on true value arose, we rescinded our offer and substituted another which will qualify for full Federal participation, pending the outcome of our discussion with the Bureau of Public Roads over the proper valuation level. This matter will soon be resolved, and a final offer tendered.

The statement that these people, or any other property owners on these projects, were not offered the appraised price is completely untrue. It has been necessary to modify appraisals, and the subsequent offer, in more than these two instances. Very tight schedules were set for completion of these projects. The result of overtime and weekend work was more than the normal amount of error. However, design changes were many, and the process of revising and review cleaned up the errors which had crept into our work."

The tight schedules required a rather abrupt sort of negotiation and as you may know, were instituted over my protest because of my fear of the bad public relations that would ensue. I have been agreeably surprised at our results, which have been good because of the all-out effort made by our right of way agents to pursue every avenue of negotiation with the owners. The incidence of condemnation has been somewhat high because of the necessity to make early filings so that contracts might be let. However, I do not believe there is any general climate of animosity toward us or our efforts, or any general feeling that our motives are other than honorable.

I hope that you will carefully screen my draft of a response for the consideration of the Governor. I am afraid that I am too emotionally involved in these projects to view this type of attack objectively.

G. E. ROHDE
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

WTW:SM
cc: G. E. Rohde
Attachment

RECEIVED
MAY 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

APRIL 9, 1965

(269)

GOV. HATFIELD,

BEFORE I BEGIN, I WOULD LIKE TO TELL YOU I AM NOT SOME NUT WHO HAS NOTHING BETTER TO DO THAN TYPE LETTERS. I AMM A BUSY YOUNG MOTHER OF FOUR, WHO IS ACTIVE IN LODGE, REDCROSS BLOOD-MOBILE, BROWNIES AND OTHER ACTIVITIES IN OUR COMMUNITY, BUT MOST IMPORTANT ACTIVE IN THE PRESBYTERIAN CHURCH. I FEEL IT IS MY MORAL OBLIGATION TO OBJECT TO THINGS I DON'T FEEL ARE RIGHT, FOR I WANT MY TWO BOYS AND TWO GIRLS TO HAVE A DECENT STATE AND NATION TO GROW UP IN.

I HAVE WRITTEN QUITE A FEW LETTERS ABOUT THE ACTIONS OF THE STATE HIGHWAY COMMISSION TO YOU AND THE PAPERS. THE LAST LETTER I WROTE WAS NOT PUBLISHED BECAUSE THEY SAID IT INDICATED THE HY COMM. WAS ACTING IN A FRAUDULANT MANNER, AND THEY DID NOT WANT TO HAVE A LAWSUIT ON THEIR HANDS.

I WOULD LIKE TO TELL YOU SOME OF THE THINGS I WROTE AND YOU CAN DO ABOUT IT WHAT YOUR CONSCIENCE SEES FIT.

1. AN AZALEA MAN'S HOME AND BUILDINGS WERE AUCTIONED BEFORE HE HAD BEEN SERVED WITH CONDEMNATION PAPERS. HE BID AND BOUGHT THE BUILDINGS AND WENT TO THE EXPENSE OF MOVING THEM, AFTER THE STATE HAD SURVEYED AND TOLD HIM WHERE HIS PROPERTY LINE WAS. THEN THE STATE RESURVEYED AND DECIDED THE BUNK HOUSE WAS STILL ON THEIR RIGHT-OF-WAY. WHO WILL PAY FOR THE STATE'S MISTAKE---THIS MAN HAS ALSO LOST ALL HIS WATER RIGHTS.

2. IN TWO CASES THAT I KNOW OF, THE STATE HY EMPLOYEES HAVE LIED TO THOSE THEY ARE TRYING TO REACH AGREEMENT WITH. MY FATHER WAS TOLD, "MR. MARRIOTT HAS SETTLED, SO WHY DON'T YOU?" WE KNEW FOR A FACT MR. MARRIOTT HADN'T SETTLED WHEN HE LEFT ON HIS TRIP AND THE STATE MAN WAS TOLD SO. "HIS LAWYER SETTLED" THE STATE MAN SAID. MR. MARRIOTT IS BACK FROM HIS TRIP AND HE STILL HASN'T SETTLED. A LIE IS A LIE, REGARDLESS OF WHETHER THE PERSON WORKS FOR THE STATE OR NOT.

3. EXCEPT WHEN IT COMES TO PAYING TAXES, GLENDALE JUST AS WELL BE PERCHED ON THE MOON. THE COUNTY WOULD LIKE TO FORGET ABOUT US (WHEN IT COMES TO LAW ENFORCEMENT, THEY HAVE) AND THE STATE HY. COMM. HASN'T CARED WHO THEY HURT OR HOW MUCH. THE OWNER OF THE GLENDALE JUNCTION BUSSINESS SITES WOULD HAVE BEEN WILLING TO RELOCATE BUT THE HY COMM. WAS AGAINST THAT IDEA---IN FACT THE OWNER WAS TOLD BY A STATE MAN THAT THE JUNCTION COULD HAVE BEEN LEFT AS IT WAS IF IT WEREN'T FOR SOME MIGHTY STUBBORN HY ENGINEERS. FIVE BUSINESSES BEING WIPED HURTS A COMMUNITY THIS SIZE.

4. IN TWO CASES THAT I KNOW OF, THE HY COMM. HAS RENIGGED ON THEIR OFFERS. THESE PEOPLE WERE NOT OFFERED THE APPRAISED PRICE TO BEGIN WITH.

I THINK THE NUMBER OF CONDEMNATION SUITS PROVE THAT SOMETHING IS WRONG SOMEPLACE. WE, IN THE GLENDALE-AZALEA AREA ARE NOT A BUNCH OF MONEY HUNGRY CROOKS--BUT THERE IS NO REASON WHY WE SHOULD BE CHEATED OUT OF WHAT WE HAVE WORKED HARD TO CALL OUR OWN. IT SEEMS THE HY COMM. IS GOING ALL OUT FOR THE TOURISTS THAT TRAVEL OUR FREEWAYS AND TO HECK WITH THE PEOPLE WHO LIVE HERE. THE FACT THAT A PERSON HAS TO HAVE A LAWYER TO DEAL WITH THE STATE PROVES THAT THINGS AREN'T AS THEY SHOULD BE. WHY SHOULD BE HAVE TO PROTECT OURSELVES FROM THESE SO CALLED PUBLIC SERVANTS.

I WOULD LIKE TO HEAR YOUR EXPLANATION FOR THESE THINGS.

SINCERELY,

Marian M. Owens
Old Hy 99 N
Glendale Oregon

P.S. THERE ARE MANY OTHER INSTANCES I KNOW OF - THAT INDICATE THE HWY. COMM. ARE FAR FROM HONEST

RECEIVED
MAY 18 1965

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project as listed
Date MAY 10 1965 — JE Martin Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Azalea-Glendale — Date May 6, 1965
Highway Pacific — Contract No. 6578
County Douglas — Prefix 610-1002
Contractor Slate-Hall and Hamilton Construction Co. — F. A. Project No. I-5-2(47)82
Address 7805 S.W. 40th Avenue, Portland 19, Oregon — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in flagging costs.

Location by station numbers:

As needed throughout project.

Estimate of quantities and cost:

Lump sum estimate - - - - - - - - - - - $12,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As set up in project authorization. Work covered by this Order has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,098,592.00
Present estimate of project cost, including $12,000 for work under this order	$3,098,592.00
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ A. L. Chapman — Resident Engineer

Approval Recommended: /s/ G. L. Decker — Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II — Asst. Division Engineer

Approved /s/ L. H. Young — Office Engineer ~~Assistant State Highway Engineer~~

State Printing, orig to Young 5-18-65

D
MAY 5 (1965)
FOR FILING

6578

477 Cottage Street, NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 4, 1965

08-33.2-HC

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-2(47)82
Azalea-Glendale Jct. Section
Grading, paving, structure & signing

As requested in Mr. Young's letter of April 28, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of April 27, 1965 in the award of contract No. 6578 to Slate-Hall and Hamilton Construction Co. of Portland, Oregon, low bidder in the amount of $2,739,804.00 at the April 20, 1965 bid opening.

The project will not be accepted as complete unless utility access rights listed as exceptions are required in addition to other requirements for such action.

orig to Young
5-7-65

FORM E-123

RECEIVED
APR 27 1965

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

4/28
6/78

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 28, 1965

Slate-Hall &
Hamilton Construction Company
7805 SW 40th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on April 27, 1965, awarded to you State Highway Contract No. 6578 for the following project:

Grading, paving, structures and signing, on Azalea-Glendale Jct. Sec. of Pacific Highway in Douglas County.

This award was based on your bid of $2,739,804 which was submitted to the Commission on April 20, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc Frank Morgan
L. H. Young
R. G. Savage (3IAC)
I. D. Merchant

RECEIVED
APR 28 1965
FOR FILING

April 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Your concurrence as of April 20, 1965, is requested in the award of contract for the Azalea-Glendale Junction Section, Project No. I-5-2(47)82.

The contractor receiving the award is Slate-Hall & Hamilton Construction Company in the amount of $2,739,804.00 with the Contract No. 6578 assigned. This bid was received April 20, 1965, and awarded April 27, 1965.

All rights of way or rights of entry have been acquired.

All rights of access, including utilities, to or from abutting property with the exception of the utilities listed below, are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

1. El Paso Natural Gas Company conflicts as set forth in Mr. Litchfield's letter dated March 10, 1965.

2. Pacific Northwest Bell Telephone Co. and California-Pacific Utilities Company conflicts as set forth in staff attorney's letter, a copy of which was furnished your office by Mr. Litchfield's letter of January 25, 1965.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mb

RECEIVED
APR 12 1965
FOR FILING

April 12, 1965

Mr. Fred A. Webster
Engineering Supervisor
Soule Steel Company
3303 N. W. 35th Avenue
Post Office Box 9594
Portland, Oregon 97210

Dear Mr. Webster:

Reference is made to your letter of April 6 concerning the Azalea-Glendale Section of the Pacific Highway, S. W. Montgomery to S. W. Broadway Section of the Stadium Freeway and the East Marquam Interchange Section of the East Bank Freeway.

Your first recommendation was that we allow the use of hand-tied mats instead of the specified clipped mats in the continuously reinforced concrete pavement. We have investigated the matter of using clips with several organizations who have had experience with them. While we realize that the hand-tying method can be as adequate as the clips, we feel that the clips assure an adequate job whenever used. Under the circumstances, this recommendation must be denied. We will review this matter further following our experience with the clips this summer.

Your second recommendation was that we allow the use of bar mat construction in lieu of the specified welded wire fabric construction on the small amounts of standard reinforced pavement in these projects. Due to the small quantity involved, your suggestion is well taken, and we are issuing a letter allowing this substitution.

Thank you for calling this to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. A. E. Johnson
Mr. L. R. Chandler
Mr. F. D. Morgan

FBK:ar:b

SOULÉ STEEL COMPANY

3003 N.W. 35TH AVENUE • P.O. BOX 9594 • PORTLAND, OREGON 97210
TELEPHONE • CAPITOL 6-6441

Received from Klaboe on 4-7-65 for check- FBK

April 6, 1965

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Fred B. Klaboe

Subject: Portland Cement Concrete Pavement

Gentlemen:

We have two changes to request that involve the three projects on which the highway commission has called for bids on April 20th; namely, Azalea-Glendale Section of the Pacific Highway, Stadium Freeway S.W. Montgomery to S.W. Broadway, and East Marquam Interchange.

All three of these projects have "continuously reinforced concrete pavement." We request that permission be granted to "hand tie" the mat reinforcement, which would be at variance with the "Standard Specifications for Highway Construction" Section 330-1, Paragraph C3, that calls for the use of "mechanically formed clips." The hand tied method would be the same as we used last summer on the South Unit of the Minnesota Freeway, with which we are sure you are familiar. NO FBK

Two of these same three projects also have "standard reinforced pavement" which calls for the use of welded wire fabric. This fabric involves our second request. Due to the small quantities of welded wire fabric involved, it will be extremely difficult and expensive to manufacture and ship. We request that the bar mat alternate, per Section 330-1, Paragraph "B" of the Standard Specifications, be defined as to the deformed intermediate grade reinforcing steel requirement and allowed for use on the Azalea-Glendale Section and the East Marquam Interchange. The quantity of fabric involved for both projects is approximately 7,700 pounds. The cost involved for a machine setup, plus freight on this quantity, has prompted us to make this request. YES FBK

We hope you will consider both requests favorably and call us if there is any question.

NOTED F.B. KLABOE

Yours very truly,

SOULE' STEEL COMPANY

Fred A. Webster
Engineering Supervisor

RECEIVED
APR 7 1965
OFFICE
STATE HIGHWAY ENGINEER

FAW db

NOTED F.B. MARNE 4/7/65

RECEIVED
APR 1 1965
FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attn. Mr. Lloyd P. Shaw

April 8, 1965

Original signed by
M. E. Martin
Dist. Engineer

08-35.2-38

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-2(47)82
Azalea-Glendale Junction Section
Pacific Highway

In reply to your letters of March 8 and March 25, 1965 requesting our approval for construction of interchange ramps at Barton Road, in addition to the approved construction of a full interchange at Quines Creek, please be advised that we find no basis for altering the previously approved designs of an interchange in the Quines Creek-Barton Road area. Approval has been granted for construction of a full interchange at Quines Creek, a separation structure at Barton, and a connecting frontage road on the easterly side of the highway, as currently planned. Approval has also been granted for alternate construction of a split diamond interchange with the northerly interchange ramps at Quines Creek and the southerly interchange ramps at Barton Road, also connected by the above mentioned frontage road.

Reply is also made to your letter of March 24, 1965 requesting our approval of construction of continuously reinforced concrete pavement in the new southbound lanes of the project.

Your request is hereby approved, for the reasons presented in your letter, for use on this particular project, only. It is understood that this does not constitute a blanket approval for use of continuously reinforced concrete pavement over the standard reinforced type, as the design for each project must be considered on its individual merits.

4-12-65

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 2 Pages

RECEIVED APR 2 - 1969 FOR FILING

REVISED

Section AZALEA -GLENDALE JUNCTION UNIT Highway PACI (FA 3) County DOUGLAS Prefix 610-1482

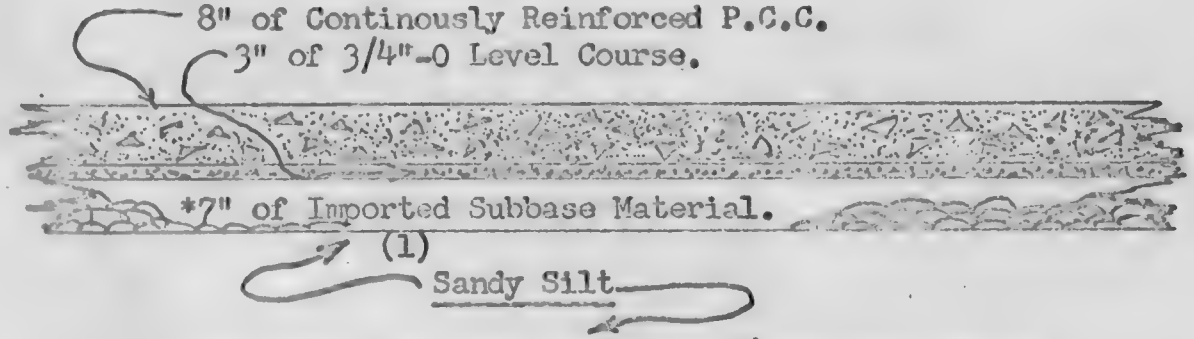
Res. Engr. G. E. Roberts Approx. Length 7± Miles. Sta. 70± to Sta. 450± Date 3-31-65

Truck A.D.T. 779 Traffic Coefficient 10.3 18 kip s.a. per day 545.7.

Annual Precipitation 42"± Frost Penetration - - - - - - -.

(1)
Typical Soil
49 LL
20 PI
98 %P 10
81 %P200
2 %Gravel
9 %C Sand
8 %F Sand
64 %Silt
17 %Clay
18 "R" Value (Corrected)
130 "k" Value (Estimated)
AASHO CLASSIFICATION:
A-7-6 (14)
MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK



*Recommend top size of 4" and 8% maximum passing #200 sieve, and to meet all requirements for base material except gradation.

CBE Total Req.	Credit	Actual Quick	
		8	C.R.P.C.C.
		3	Level
		7	I.S.M.
		18	

Note:
Revised Project Base Design submitted to show change to Continously Reinforced P.C.C. and a 2" reduction in the Imported Subbase Material.

NOTED
LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by J. W. Garbrough, Staff Assistant

Recommended by John C. Jenkins, Asst. Engineer of Materials

Recommended by C. H. Baker, Asst. Construction Engineer

Approved by [illegible], Asst. State Highway Engineer

3-31-65

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section AZALEA - GLENDALE JUNCTION UNIT Highway "OTHER ROADS" County _____ Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date _____

Truck A.D.T. See below Traffic Coefficient _____ 18 kip s.a. per day _____.

Annual Precipitation _____ Frost Penetration _____.

(1)

Typical Soil		Truck ADT	Wear. Surf.	PMBB	Level	Base (ISM)	CBE Total Req.	Credit	Actual Thick.
LL									
PI									
See %P 10									
Page %P200	Cow Creek	90 - 240	3½" AC	3"	3"	14½"	25½"		24"
1 %Gravel	Rest Area								
%C Sand		Cars Only	3 3/4" - 0			8"	9"		11"
%F Sand									
%Silt									
%Clay									
"R" Value (Corrected)									

AASHO CLASSIFICATION:

FORM B4-29X 50M 12-63
RECEIVED
APR 1 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-2(47)
File
6.37 (4)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 25, 1965

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Attention Mr. H. E. Martin

Dear Sir:

Burton Road Undercrossing
Bridge No. 9351
Oregon Project I-5-2(47)82
Ashlen-Glendale Junction Section
08-35.2-DB

Your memo dated March 15 states that Bureau participation in the cost of the Burton Road Grade Separation structure will be limited to a roadway width of 26 feet.

The Burton Road Grade Separation structure has 22 feet of approach pavement with four-foot shoulders. A recent traffic count indicates an ADT of 103, which with a projection factor of 2, gives a 1984 ADT of 206. With a projection factor of 2.5 in 1984, ADT is 257.

As this is an overcrossing structure with a possibility of some pedestrian traffic, two-foot safety curbs are deemed necessary. With the approach pavement width of 22 feet and the ADT as stated above a 28-foot roadway between curbs is justified.

Plans have now been revised to provide a structure with 28 feet between curbs and two-foot safety walks as discussed with you by phone previously.

Very truly yours,

NOTED
LLOYD P. SHAW

Ivan D. Merchant
Bridge Engineer

IDM:ms
cc: Mr. Lloyd Shaw
Mr. L. H. Young
Mr. C. H. Maison

RECEIVED
MAR 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1965
FOR FILING

Coast
RLW
Pacific Hwy 5

Salem, Oregon
March 22, 1965

Mr. L. H. Young

Mr. Ivan Merchant

Mr. F. D. Morgan

The attached March 15 memorandum from A. W. Parsons, Division Engineer, BPR, includes several items which must be corrected at once.

Pavement design justification and removal of existing base and paving; Mr. Morgan please have these matters cared for at once.

The 26-foot width of Barton Road structure; Mr. Merchant, we expect that this structure will be used as part of a half-diamond interchange, although not so shown on existing plans. A structure width of at least 28 feet should be provided. Approach the BPR on the basis of 28-foot width, but do not go into the half interchange as a means of justification.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc P. M. Stephenson

Forrest Cooper
R. L. Porter

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 15, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(47)82
Azalea-Glendale Jct. Section
Grading, Paving, Structures and Signing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way and control of access rights have been acquired or rights-of-entry obtained with relocation advisory assistance provided as indicated in Mr. Wright's and Mr. Litchfield's March 8 and March 10, 1965 reports, with the following exceptions:

14 parcels totaling $43,701

Access rights - 3 utilities

We understand that condemnation suits will be filed with the expectation that the above 14 parcels will be made available for occupancy and contractor's use prior to your requesting our concurrence in award. Utility access rights for Pacific N.W. Bell Telephone Co. and California-Pacific Utilities Co. are being acquired under Project I-5-2(42)76; access rights for El Paso Natural Gas Co. will be acquired under this project, if necessary. If such rights have not been acquired prior to award, the utilities involved should be listed as exceptions to your right-of-way certification.

The use of the Standard Specifications for Highway Construction - 1964, is approved for use on this specific project subject to the following limitations: The proprietary reference to AWPA Standard Specifications under Articles 421 and 731 is not approved under the provisions of paragraph 5d of PPM 40-3.1. A special provision or supplementary standard specification should be submitted to assure Federal participation in bid items for which wood preservatives are used with reference to AWPA.

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The use of your Standard Specifications for Asphalt Cements (Revision of January 1965) is approved for use on this specific project.

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64 and Section 315 - Plantmix Bituminous Base, dated 12-1-64 Supplemental Standard Specification is approved for use on this specific project.

Section 520A, Painted Wood Sign Posts, dated January 1, 1965, cannot be accepted for Federal-aid projects either as a standard or on a project by project basis until the reference to the "Grading Rules of the Port Orford Cedar Lumber Association" is deleted, as covered in our March 15, 1965 memorandum.

The pavement type selection for the project is accepted on the basis of documentation attached to your May 18, 1964 "Project Base Design" sheet. However, neither the full 3-1/2-inch overlay of the existing pavement, the additional stage construction or the "shed roof" construction is acceptable. If participation is desired in the full depth of the overlay, additional justification should be furnished prior to our concurrence in award. In addition, design information for the incidental roadways should be furnished.

The base and pavement design for the northbound lane, Sta. 144 to 160, submitted on your June 29, 1964 "Project Base Design" indicates a complete removal of the present base and paving. Justification for this design should be furnished prior to our concurrence.

Participation in the cost of the Barton Road separation structure will be limited to a roadway width of 26 feet.

Mr. Young's March 11, 1965 letter indicates that State conservation agencies have proposed special measures to accommodate fish and wildlife, which you have accepted, that nonconcurrence by other appropriate public recreational or historical resources authorities is not involved and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest. Revised plans should be furnished incorporating the special measures proposed by the Fish Commission.

Attachment

RECEIVED
MAR 17 1965

RECEIVED
MAR 31 1965
FOR FILING

MAR 25 1965

32-10

Honorable Wayne Morse
United States Senate
Washington, D.C.

Dear Senator Morse:

There has been no change in the State's plan for access to Interstate Route 5 in the Quines Creek--Barton Road area of Douglas County, Oregon, which was described in our November 3, 1964, letter to the Strokridge Realty Company.

Local traffic needs in this section of Douglas County could justify the construction of only one interchange. The interchange plan favored in Mr. and Mrs. Fisher's March 3 letter was considered in early planning by the State to best satisfy the desires of residents along both affected roads. The State, however, in consideration of the predominant local preference for a full interchange at Quines Creek requested that the previously approved plan be modified to provide full service at Quines Creek Road. Based on supporting information submitted by the State, Public Roads approved the request. Interstate access for Barton Road residents will be provided by means of a frontage road connecting Barton Road with the Quines Creek interchange.

Since all proposals on Federal-aid design features must be initiated by the State, Mr. and Mrs. Fisher should direct their presentations to the Oregon State Highway Department at Salem. We appreciate your constituents' concern and are making copies of their letter available to our division engineer in Oregon and to the State for their consideration.

Enclosure
Transmitted Correspondence

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

RECEIVED
MAR 30 1965
OFFICE
STATE HIGHWAY

March 13, 1965

Mr. and Mrs. Arthur A. Fisher
Box 204
Azalea, Oregon

Dear Mr. and Mrs. Fisher:

This will acknowledge your letter of March 3 in which you expressed concern over the proposed action relative to the route for the exchange of traffic at the intersection of Route 5 in the Quines Creek--Burton Road area of Douglas County, Oregon.

The most recent communication I have received from the Federal Highway Administrator on this case was a letter dated November 3, addressed to the Strobridge Realty Company by Federal Highway Administrator Whitton. A copy of Mr. Whitton's letter is enclosed.

In order that I may have current information on this case, I am bringing your views to the attention of Mr. Whitton and am asking for a current report. When the report arrives, I shall write to you again.

The very kind words at the close of your letter were appreciated. In the years ahead, I shall endeavor to continue to merit your approval.

Sincerely,

Wayne Morse

WM:so
Enclosure
Bcc: Mr. Rex Whitton, Federal Highway Administrator

Mar. 31. 1965.

Dear Senator Morse

Once again I'm writing to you on a very important matter, the freeway.

We the people of Barton Road was shown Maps, with one half interchange at Barton Road, and was promised this in the negotiation. Now we get a letter stating Barton Road gets none and Guines Creek gets a full interchange

There is no one on one side of the freeway at Guines Creek, but Barton Road has homes and people on both sides

We think Barton Road is entitled to exactly what the maps and State men promised us in the negotiation

We the people of Barton Road pay as much Taxes on roads, also property as any one.

We hope the Bearau Of Public Roads will reconsider this, we think it should be as first stated, one half interchange at Barton Road and one half at Guines Creek.

Oregon needs you Sen. Morse and We the people do also.

Please do something as we need this one half interchange at Barton Road.

Resp.

Mrs Mrs. Arthur A. Fisher Box 204 Azalea Ore.,

RECEIVED
MAR 19 1965
FOR FILING

I 49 (47) 43
637

March 18, 1965

The Honorable Wayne Morse
United States Senator
706 United States Courthouse
Portland, Oregon 97205

Dear Senator Morse:

Reference is made to Charles W. Brooks' letter of March 11 relative to the interchange at Quines Creek Road and the proposed grade separation at Barton Road in connection with Interstate 5 construction in the southerly part of Douglas County.

These two areas are slightly less than three miles apart and serve small communities adjacent to the present route which will soon be converted to full Interstate or freeway standards. The problem has been one of long negotiation, not only with Douglas County officials but with the Bureau of Public Roads. In order to serve the area properly, it is our opinion that an interchange at each road is in order. However, we have not been able to so convince the Bureau of Public Roads. Originally, the Bureau approved what is known as a split diamond interchange. This would be an off ramp for southbound traffic and an on ramp for northbound traffic at Quines Creek, with an on ramp for southbound traffic and an off ramp for northbound traffic at Barton Road, the two interchanges to be connected by a side service road, or what is commonly referred to as a frontage road.

This scheme caused general dissatisfaction in the Quines Creek area, and, at the request of Douglas County, the Bureau of Public Roads was again contacted in an effort to secure an interchange at both sites. The best that the Bureau would provide was a full interchange at Quines Creek with a simple crossing at Barton Road and

the frontage road between the two. Douglas County accepted this reluctantly with the understanding that we would continue to do what we could to secure Bureau approval for an eventual full interchange at Barton Road. To date, we have not been able to accomplish this and it will not be a part of the contract plans at this time. The Department will, however, continue to strive to furnish sufficient justification so that the Bureau will eventually see fit to approve a full interchange at Barton Road. I disagree with the Bureau's thinking re this matter and believe that the problem of access in the Cow Creek area can only be solved by a full diamond interchange at both Quines Creek Road and Barton Road.

If anything further is needed on this problem, please let me know.

As requested, we are returning the correspondence referred to in Mr. Brooks' letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Victor D. Wolfe
L. R. Chandler

RLP:ms fn

J. W. FULBRIGHT, ARK., CHAIRMAN
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CLIFFORD P. CASE, N.J.

United States Senate

COMMITTEE ON FOREIGN RELATIONS

CARL MARCY, CHIEF OF STAFF
DARRELL ST. CLAIRE, CLERK

NOTE:
R. L. TORTEN

Oregon Office
706 U. S. Court House
620 S. W. Main Street
Portland, Oregon 97205

March 11, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

You will find enclosed letters received in this office from Mrs. L. M. Allen, Highway N #99, Box 22, Glendale, Oregon; Alice M. Allen, Highway 99 North, Box 26, Glendale, Oregon, and Mrs. Myrn Opperman, Box 24-A Highway 99 North, Glendale, Oregon, regarding the highway at Barton Road.

This is a matter which does not, of course, come within the jurisdiction of Senator Morse's office. However, in view of the fact the constituents have written it would be appreciated if you would advise Senator Morse, at this office, of any facts you might have on this in order that he may reply.

Please return the enclosures with your comments at your convenience.

With kindest regards,

Sincerely,

Charles W. Brooks

CHARLES W. BROOKS
Executive Assistant, Oregon Office
of Senator Wayne Morse

RECEIVED
MAR 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

CWB:mc
Enclosures (3)

Jennie G. Allen (Mrs. L. M. Allen)
Box 22
Glendale Oregon
97441

March 8. 1965.

Senator Wayne Morse
706 U. S. Courthouse
Portland 5 Oregon.

Dear Sir:

I'm writing concerning the closing of our entrance to highway No 5 at Barton Road. We were promised at least a split diamond. Now even the property has been lost for it. We are told we will have only an overpass, - making it necessary to take a narrow crooked road thru a one way covered bridge to get to the other highway and adding miles to our travels as we travel either north or south.

Our property will go down in value, and make it almost impossible to sell for homesites.

We feel since taxes have been used to buy this property that promises should be kept.

Sincerely
Jennie G. Allen
(Mrs.) L. M. Allen

Hwy. 99 N. Box 26
Ellendale, Ore.
97442
March 6, 1965

Sen. Wayne Morse
706 U. S. Courthouse
Portland 5, Ore.

Dear Senator Morse:

I am writing in regard to the present plans for an overpass at Burton Road and Hwy. 99. We feel that it would be very inconvenient if we don't get a "Half-Diamond". Will you please help us to get a Half-Diamond inter-change? We feel that you can help us. I feel that the old highway is to narrow for the extra traffic. Please help us.

Very Sincerely-

Alice M. Allen

Box 24-A Highway 99 South
Glendale, Oregon
March 5, 1965

Senator Wayne Morse
706 U. S. Courthouse
Portland 5, Oregon

Dear Sir:

I recently consulted my attorney, Donald Dole, in Roseburg about an interchange problem we are having in my area. He told me to write you, because he said that when you believed in something you took action regardless of who stood in the way.

The last stretch (I think) of Interstate 5 between Sunny Valley and Roseburg is being let out on bids at this time. Barton Road, where I live, is about 16 miles north of Sunny Valley, and 29 miles north of Grants Pass. Barton Road is also in the southernmost part of Douglas County.

During the fall months, the State Highway Commission negotiated with us to purchase .4 Acre of our front yard for a frontage road, which was to be connected to a half (south) interchange. Another half interchange (north) was to be built 4 miles north of here at Quines Creek and also connect to this same frontage road.

In the meantime, Quines Creek residents petitioned for a complete interchange and received word that their petition was granted by the County Court. This caused the Bureau of Public Roads to decide that despite the fact they had negotiated otherwise, and we had all accepted it, the Barton Road residents would have to do without even a half interchange.

This would necessitate us going over an overpass onto a one-way road and covered bridge (which are extrememly dangerous) and driving several miles out of our way on the old highway before hitting the south interchange at Glendale Junction. Or we could elect to go north 4 miles to Quines Creek and then south, which would add 8 miles to the distance we now go to Grants Pass.

We have no hospital in this area, so you can see that this might mean the difference between life and death to some person.

My personal reason is the fact that I am a realtor and have already had to move my office into Glendale, which adds 10 miles extra of driving every day. Also, I have lost income by being off the highway. I had planned to move my office to my home when the Junction was condemned by the highway commission, but the lack of the interchange at Barton Road would make this impossible.

(Continued on page 2)

(Letter from M. Opperman Glendale)

PAGE 2

My husband and I accepted the first offer the state made, which was to pay us $640. for .4 acre out of our front yard. We considered this a fair amount in this area.

But the other consderation in the negotiations was the interchange. And a promise as flagrantly broken as thisone should not even be considered legal.

In my business as a Realtor, it is called fraudulent misrepresentation.

I understand that the County Court is all for us having the interchange, and the State Highway Commission seems to feel the same way. Although, they are attempting at this time to get all Barton Road residents to sign permission on the overpass.

The major blame seems to lie with the Bureau of Public Roads.

We will certainly appreciate any help you can give us, and sing your praises even louder if you do.

Very truly yours,

Myrn Opperman

Myrn Opperman (Mrs. Victor)
Box 24-A Highway 99 North
Glendale, Oregon 97442

P. S. Another interesting thought occurred to me. Don't the taxpayers have anything to say about government funds being spent to buy property for an interchange that never gets built? You might check out the amount of money spent on the ground that was taken by the highway commission. One business, owned by Renus Michel, was bought for approximately $70,000.

RECEIVED
MAR 15 1965
FOR DIV. 1

Commissioners
William Greenough, Coquille
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Wayne E. Phillips, Baker

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

March 12, 1965

Alsea - Glendale Jct. Sec.

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

The plans for box culvert on Woodford Creek at Station 330 plus 78 are satisfactory with us.

Swamp Creek: An 8-inch wall on one side of the twin culverts, putting the low flow down one side only, will be satisfactory.

The grade change to 2.7% on McCollum Creek will be satisfactory, with replacement of boulders on 25-foot center, staggered; location to be determined with the Resident Engineer in the field. Boulder size should be from 2 feet to 3 feet in diameter.

Very truly yours,

P. W. SCHNEIDER, DIRECTOR

By George J. Kernan

George J. Kernan
Chief Engineer

GJK:

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. R. Chandler (2)

CONSTRUCTION DIVISION
MAR 12 1965

NOTED
LLOYD P. SHAW

RECEIVED
MAR 15 1965
OFFICE OF
STATE HIGHWAY

RECEIVED
MAR 12 1965
Portland
S 247 E2
65 12

March 11, 1965

Mr. and Mrs. Arthur A. Fisher
Box 204
Azalea, Oregon

Dear Mr. and Mrs. Fisher:

In reply to your February 27 letter regarding a change in plan after you were originally contacted by our right-of-way buyer, we can only express our regret and offer some explanation of the cause of the change.

In order to construct a highway which includes alteration of the county road system, it is necessary we secure the County's approval of those changes. In the case of the Barton Road and Quines Creek areas, a plan providing a "half diamond" interchange at both locations and a connecting frontage road between the partial interchanges met with County approval. This was in the fall of 1964 and it was on the basis of that approval our right-of-way people dealt with you.

On December 30, 1964, the County Court withdrew the approval previously given and as one of several items acceptable to the County, listed a full interchange at Quines Creek.

The Interstate Highway System is financed almost wholly with Federal funds which are made available only in case the constructed highway facility meets with U. S. Bureau of Public Roads approval. This approval is granted only after a very thorough examination of the relative cost and necessity for all phases of the design and construction.

We were able to obtain Bureau of Public Roads approval of the two "half diamond" interchanges and connecting frontage road. Up to this time we have not been able to secure its concurrence in construction of the full interchange at Quines Creek plus the "half diamond" at Barton Road. Our efforts to have the Barton Road ramps included have not ceased and we have hope that

the ramps will be made available. At this moment we are forced into a most undesirable situation, insofar as Barton Road is concerned, by the combined effects of the action of the County Board of Commissioners on one hand and the refusal of the Bureau to go in the same direction taken by the County.

It is because of the circumstances outlined above that Mr. Rohde's letter of February 19 was sent to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPShaw
cc Forrest Cooper
R. L. Porter
H. S. Cox
G. E. Rohde

REFERRED TO
Admin
BY SECRETARY

Azalea, Ore.
Feb 27, 1965

State Highway Dept
Salem, Oregon.

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Re: File 36991
Azalea-Josephine Co. Line.
Pacific Highway.

Dear Sirs;

We are writing to protest the change you mention in your letter of Feb. 19, 1965 Whereby Guines Creek would have a full interchange and Barton Road would have none. We do not feel this is fair to us and the people on Barton Road.

We know Dick Derrig, and others, fought for a full interchange at Guines Creek but do not think they should get it by taking our one half interchange that was on the maps presented to us in the negotiation. Do they carry more weight, or taxes than us, the people on Barton Road? We think Barton Road is entitled to exactly what the maps and state men promised us in the negotiation. There will be no one on one side of the freeway at Guines Creek but Barton Road has people and homes on both sides.

Mr Fisher and I have nearly completed our project on Barton Road on the strength that the matter was settled, and the Money would be here to pay the Bills.

Please reconsider this - it will be greatly appreciated.

Very truly yours
Mr & Mrs Arthur A. Fisher

FORM H-1001 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 19, 1965

File 36991
Azalea-Josephine Co. Line
Pacific Highway

Mr. and Mrs. Arthur A. Fisher
Box 204
Azalea, Oregon

Dear Mr. and Mrs. Fisher:

We are writing this letter to you to give you the chance to rescind your option contract and deed with the State, whereby the State is buying two parcels of land--one of 0.1 acre and the other of 0.05 acre, for the reconstruction of the Pacific Highway and Barton Road in Douglas County.

Since the original negotiation with you for which the State was to pay $1,620 for the land and damages, including restriction of access, the State's plans have been changed, eliminating the half interchange between Barton Road and the Pacific Highway. We can understand how you would be disappointed in not having this interchange as originally presented to you in the negotiation. Due to this change in plans, we wish to know whether you want to rescind the transaction, which is in the process of being closed and paid, or let the transaction stand with the understanding that there will be no connection between Barton Road and the Pacific Highway. If you wish to rescind this transaction, that is your right and privilege. You may do so by signing and returning one copy of Page 2 of this letter to that effect. In that case, we will hold up the payment, quitclaim the property in question to you, and start over again.

If you wish to proceed on the basis as stated above and carry out the transaction, please so indicate in the proper space also provided on Page 2 of this letter. We have now secured acceptable title insurance but are awaiting the return of the recorded deed from Douglas County before asking the Secretary of State to write the warrant in your names. In order not to delay this transaction, will you both please indicate your desires by signing Page 2 of this letter and returning it at once in the enclosed stamped self-addressed envelope.

If you rescind this transaction, the State will then review the situation to determine the amount of your property still necessary to be acquired. This may be the same, or more or less than we are now taking. After the State's review, the State will re-appraise and renegotiate with you

on the basis that there will be no interchange with the Pacific Highway at Barton Road and that there will be complete restriction of access between your remaining property and the relocated Pacific Highway, leaving you access, however, to the frontage road or Barton Road.

Very truly yours,

G. E. RONDE
Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

EFS:ls

cc: Mr. L. W. Riley

We hereby accept our transaction without the previously proposed interchange at Barton Road.

_____
Arthur A. Fisher

Dated:_____

_____
Marjorie E. Fisher

We hereby wish to rescind the transaction and request that the property be quitclaimed to us, making the previous transaction null and void.

_____
Arthur A. Fisher

Dated:_____

_____
Marjorie E. Fisher

OFFICE OF THE
COUNTY COURT

TELEPHONE: ORCHARD 2-3311
EXTENSION 21

NOTED
H. S. COX

NOTED
R. M. ALLISON

RECEIVED
DEC 30 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

COUNTY OF DOUGLAS
COURTHOUSE
ROSEBURG, OREGON

Mr. H. S. Cox, City and County Relations Engineer
Oregon State Highway Department
Salem, Oregon

Re: Interstate #5, Quines Creek
and Barton Roads

NOTED
R. H. PRANCE

Dear Mr. Cox:

Confirming our conference of December 29, 1964, present were yourself and Mr. Don Harwell, representing the State, and Judge V. T. Jackson and Commissioners Elmer Metzger and Ray Doerner and County Engineer Al. H. May.

It was affirmed by the County Court that the agreement concerning the one-half interchange at Quines Creek Road and the one-half interchange at Barton Road with a connecting service road on the easterly side of Interstate #5 was signed by each of the members of the Douglas County Court under protest.

We, therefore, wish to withdraw our approval of the above agreement insofar as it pertains to the above one-half interchanges.

In place of the above proposition, we are in agreement to approve a full interchange at Quines Creek and two off-ramps at Barton Road with a service road on the easterly side of Interstate #5 from Quines Creek to Barton Road. In short, this requires the addition of two additional ramps at Quines Creek over the present plan. Lesser facilities will not receive our approval.

The reasons for our stand in this matter are as follows:

1. People in the Quines Creek area are vehemently protesting the one-half interchanges. The County Court concurs in this protest.

2. Many tourists are attracted by scenic Cow Creek Valley. The level plane in the Quines Creek area has free draining soil and would lend itself to the construction of tourist facilities.

3. Our proposed area plan would avoid confusion in signing. Barton and Quines Creek Road approaches could be separately signed.

Dated this 30th day of December, 1964.

COUNTY COURT OF DOUGLAS COUNTY, OREGON

V. T. Jackson
County Judge

E. Metzger
County Commissioner

Ray Doerner
County Commissioner

NOTED
V. R. JONES

12-30-64
Copy to Shaw & Morgan

RECEIVED
MAR 9 - 1965
FOR FILING
1 5-2(47) 12
6218

March 8, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Quines Creek-Barton Road
Canyonville-Josephine
County Line
Pacific Highway

Dear Sir:

Mr. Dec's letter of December 23 asked for "benefit-to-cost" ratios for the Quines Creek Interchange, Barton Road Interchange, and for several alternate plans for the Quines Creek-Barton Road complex.

Enclosed are Interchange Justification Analysis sheets for each requested alternate along with "breakdown" estimates for each unit of construction. Also enclosed is a sketch indicating the traffic at each road and the anticipated turning movements. Minor changes in costs of alternates using difference type and width of surfacing for the frontage road, as previously discussed, would not materially change the benefit-to-cost ratios.

As suggested under item 6, page 2, the comparisons for computing the benefit-to-cost ratio in each instance was done by comparing the road-user costs and construction costs (including right of way) for the suggested alternate with the corresponding costs for connecting to the county road north of Cow Creek.

In the following listing the cost shown is the estimated construction and right-of-way cost for the alternate, not the increase in cost of the alternate over the comparison facility which would be used with the "road-user benefit" to obtain the benefit-to-cost ratio. The road-user benefit listed is the yearly benefit of the alternate over the comparison facility. The benefit-to-cost ratio is the ratio of this road-user benefit to the increased cost of the alternate over the cost of the comparison facility reduced to a yearly cost. Presumably a benefit-to-cost ratio of 1.0 or over would justify the expenditure of the construction funds. The

page and item numbers shown refer to Mr. Dee's December 23 letter:

Page 1	Cost	Yearly Benefit	Benefit-to-Cost Ratio
(2) Full interchange at Quines Creek.	$ 554,000	$29,700	1.49
(3) Full interchange at Barton Road including the justified frontage road from Stumbo Road to Barton Road.	433,000	9,400	1.59

Page 2

(1) A full interchange at Quines Creek, improving Barton Road to a connection with the county road north of Cow Creek, a grade separation structure at Barton Road, and a frontage road on the east from Barton Road to Stumbo Road.	931,000	29,600	1.49
(2) A full interchange at Quines Creek, a grade separation structure at Barton Road, and a frontage road on the east from Quines Creek to Barton Road.	963,000	7,850	0.34
(3) A full interchange at Quines Creek, a full interchange at Barton Road, and a frontage road on the east from Barton Road to Stumbo Road.	987,000	39,200	1.54
(4) A full interchange at Quines Creek, a half-diamond interchange at Barton Road and a frontage road on the east from Barton Road to Quines Creek.	1,048,000	41,000	1.30
(5) A half-diamond interchange at Quines Creek, a half-diamond interchange at Barton Road, and an upgraded frontage road on the east from Quines Creek to Barton Road.	1,037,000	32,400	1.06

A review of the last five items, which are the alternates that cover both Quines Creek and Barton Road, show that: (Alternate 3) Two full interchanges have the highest benefit-to-cost ratio.

(Alternate 4) A full interchange at Quines Creek coupled with a frontage road and half interchange at Barton Road has the highest yearly road-user benefit. (Alternate 2) The plan presently being pursued for contracting (since the County insists on a full-length frontage road and a full interchange at Quines Creek and your people have resisted the added legs at Barton Road) saves $85,000, has the lowest road-user benefit of any alternate and has a benefit-to-cost ratio of only 0.34. The expenditure of the additional $85,000 would increase the overall "benefit" to the highest of any of the alternates and raise the benefit-to-cost ratio to 1.30.

This verifies the validity of the County's request for a minimum of the full interchange at Quines Creek, the frontage road to Barton Road, and the half interchange at Barton Road. Continued correspondence is coming in on this matter, all pointing to this combination, and it would appear that it will not go away quietly.

It might also be noted by comparing Alternate 4 with Alternate 5, this requested combination is only $11,000 more expensive than the previously approved split-diamond pattern. This is due to the reduced design possible on the frontage road since the full interchange at Quines Creek would not require all Quines Creek traffic to and from the south to use the frontage facility.

To further belabor the matter, I have just been advised one owner of commercial property in the Barton Road area, with whom we dealt and completed the transaction based on the previously approved split-diamond pattern, has retained a lawyer for the express purpose of suing for misrepresentation. There are others in the area who presumably will follow suit and the outcome may well be a greater overall cost than the requested additional ramps, and then eventual approval of the added legs will be obtained with no recourse on our part to "get our money back".

Traffic and interchange spacing are not critical in this area and it is inconceivable that they ever will be. Road-user costs justify the inclusion of the added ramps and pressure is being applied at all levels to get them built.

Please review this additional data and find a basis for recommendation of approval for these added ramps.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Attachments

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

RECEIVED
FEB 25 1965
FOR FILING

February 24, 1965

Miss Alice M. Allen
Highway 99 North
Box 26
Glendale, Oregon

Dear Miss Allen:

At the present time the design at Barton Road includes only a grade separation with the freeway; however, we have not abandoned efforts to secure a half-diamond installation at that location. Efforts to obtain Federal approval and financing of this feature continue.

Thank you for your comment on this matter—it will be used as part of our presentation in favor of the half diamond.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
A. D. Olson

REFERRED TO
admin.
BY SECRETARY

Hwy. 99 N. Bay
Glendale, Ore.
Feb. 20, 1965

State Hwy. Com.
Salem, Ore.

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Dear Sirs:

I am writing again to ask you to please give us the "Split-Diamond" at Barton Road that we need! Do you realize that Barton Road was closed several days last winter because of high water? If that should be our only way out we would probably have to miss work. Please give us a "Split-Diamond".

Sincerely,
Alice M. Allen.

Porter

NOTED
LLOYD P. SHAW

RECEIVED
FEB 16 1965
FOR FILING
[1 5 2 (47) 82]
[45 78]

February 11, 1965

Mr. George W. Neuner
Attorney at Law
Long, Neuner, Dole & Caley
810 S. E. Douglas Avenue
Roseburg, Oregon 97470

Dear George:

I have your letter of February 8 and, in capsule form, here are my answers.

I am not in accord with the Bureau of Public Roads' position with respect to the interchanges in the Cow Creek area of Douglas County and have tried, and am still trying, to get a better pattern.

I believe it is in the public interest to keep construction going to complete I-5 as soon as possible, as delays never solve anything. I will continue to do everything that I can to get what I believe is a more adequate interchange pattern.

The problem of getting the Bureau of Public Roads to approve more adequate interchange facilities has been a nagging one and has cost us much time and effort in our attempts to reach agreement with the Bureau of Public Roads.

I am in agreement with the matters discussed in your letter, even though I lack your eloquence in expressing them. In simple language, George, we are both looking down the same barrel.

Kindest personal regards,

Forrest Cooper
State Highway Engineer

FC:fm
cc R. L. Porter
Victor D. Wolfe

LONG, NEUNER, DOLE & CALEY
LAWYERS
810 S. E. DOUGLAS AVENUE
ROSEBURG, OREGON 97470

J. V. LONG
GEORGE W. NEUNER
DONALD A. DOLE
ELDON F. CALEY

MAILING ADDRESS
P. O. BOX 1205

AREA CODE 503
TELEPHONE 673-5541

February 8, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Pacific Highway - Barton Road - Douglas County

Dear Mr. Cooper:

I have just talked at some length with Elmer Metzger, Chairman of our Board of County Commissioners, with respect to the plans of the department at Barton Road. I am told that although the department earlier planned an off ramp for North bound freeway traffic and an on ramp for South bound traffic, that the present plan is to have simply an overpass at Barton Road with no connections to the freeway. I am further informed that the department is in favor of a modified interchange, but that it cannot secure the concurrence of the Bureau of Public Roads.

There comes a time in the affairs of man when we can no longer sit and "take it". Accordingly, I have written to Bob Duncan, and, for your information, I enclose a copy of my letter. I think I know now why it is some people become "Bolsheviks".

For some years I have "yakked" at members of your department for the seeming lack of appreciation for the problems which we have in this more rugged country in connection with its future development and the impairing of this development by the freeway system. I am not against freeways -- I thoroughly enjoy them, and I have every pride in the freeway system which has been developed in Oregon. However, from Divide on the North to Glendale on the South, the interstate system is on an alignment not substantially different from the old territorial road or the 1922 Pacific Highway location. Obviously, due to our terrain, the location is, in general, at places which are indicated. But due to our particular topography, we still need to use the freeway system for,what might be termed, local land service. I see no alternative unless and until helicopters become available to the everyday citizen.

If this has any merit, then I feel that the department should "get out its calks", go up and down the back of some of the bureaucrats and bring to them some enlightenment as to the need for service roads, interchanges, etc., with the freeway system in this area.

I appreciate that this letter is somewhat facetious, but I hope only to make my point, if it has any merit, and I am confident that you and your staff and the commission may see fit to make an issue of this matter with the bureau.

As I have pointed out to Bob Duncan, I fully appreciate that when Uncle pays 93¢ of the dollar, it is easy to "go along" because the State is only putting out 7¢, and perhaps it is a situation where we "just have to live with them". On the other hand, let's not be oblivious to the fact that this is not "manna from heaven" which is being poured out from Washington, but, in some instances at least, hard cash which is extracted via our tax structure.

If there is a choice between Douglas County, with its 70,000 population, having to suffer future development because of a bureaucratic notion and the 180 million people in America paying a few dollars to construct a proper highway facility, I feel that the burden should be cast upon the entire populace, and not upon the citizenry of this County. Even if Douglas County did not have to watch its road expenditures, it is a bit ridiculous for it to be building paralleling roads for land service purposes. With our very limited valleys we have more concrete than we need, but then we have an over-production from the farms, so -- who cares!

I guess I have been brought to this "pen in hand" by reason of the repetitious statement to me in connection with right of way matters -- that it is recognized that the result is ridiculous, but "our hands are tied" because of the bureau. I have heard this so much that I can repeat it by heart. It has struck me that nobody seems to want to stand up to this "omnificent bureau". Perhaps I, too, am just another "voice in the wilderness", but there comes a time when something needs to be done and I can "hold still" no longer.

Best personal regards.

Sincerely,

George W. Neuner

GWN:rr
Enclosure

J. V. LONG
GEORGE W. NEUNER
DONALD A. DOLE
ELDON F. CALEY

LONG, NEUNER, DOLE & CALEY
LAWYERS
810 S. E. DOUGLAS AVENUE
ROSEBURG, OREGON
97470

MAILING ADDRESS
P. O. BOX 1208

673-5541

February 8, 1965

Honorable Robert B. Duncan
4th District, Oregon
125 Cannon House Office Bldg.
Washington, D. C. 20515

Re: Bureau of Public Roads - State Highway Commission - Interstate Highway Interchanges

Dear Bob:

The writer represents a number of property owners who reside in the Cow Creek valley near Glendale in connection with problems which they are having with the State Highway Commission in connection with the acquisition of additional right of way for the reconstruction of the Pacific Highway to interstate standards. I am not, however, called upon in connection with this representation to call to your attention this matter, but I do so as a citizen of Douglas County who is vitally interested in its future stability.

The particular situation which points out a general problem has to do with whether or not the State should construct a limited interchange between the freeway and Barton Road, which, as you know, is located approximately three miles North of Glendale Junction. The department and the bureau apparently have vacillated somewhat as to the final plans with respect to an interchange at Quines Creek Road, which is approximately three additional miles to the North, but, apparently, have now crystallized on a plan by which there is to be a full interchange at Quines Creek. Earlier the plan was to have an off ramp for North-bound traffic at Barton Road, and an on ramp for South-bound traffic. To this end, I am told that the highway department has purchased right of way for these ramps.

Elmer Metzger, Chairman of our Board of County Commissioners, advises me that he has pled with the State for the construction of this modified interchange at Barton Road; that the Highway Department is in accord with this view, but the approval of the Bureau of Public Roads is not forthcoming.

I am not advised as to whether this is the "buck pass" which is sometimes encountered or whether this is the true situation. I am confident that the County Commissioners recognize the worth of at least a modified interchange at Barton Road, and I am confident

that they have made this desire known to the State and, for that matter, to the Portland office of the Bureau of Public Roads.

Through the years I have been involved in a number of property acquisitions for the interstate system. I have been appalled at the apparent disregard for the future development of this country in connection with the design of the interstate system; and, particularly, with reference to service or utility roads, overpasses, interchanges, etc.

As you well know, this county, not unlike most of Southwestern Oregon, is largely dependent upon the primary highway system, including the interstate system, for local land service use. We are, in this county at least, an area of small valleys and there is, in most instances, about only one place to locate a road, and that seems to be down the middle of the valley or along a creek, which immediately separates the farm into upland and river or creek bottom land. The economic unit of the farm (assuming that farming will ever again become a matter of economics) is substantially impaired.

In addition, without the construction of utility or service roads, much property is landlocked and the possibilities for future development of this property are substantially hampered. I fully appreciate that the Federal government should not be called upon to build roads to unimproved properties in order to provide a basis for the speculators to subdivide property. On the other hand, I feel that there is an obligation to build highways of such a standard and with such facilities as to permit of the orderly development of the area.

The situations which are prevalent in the Willamette valley, for instance, are not the same as those prevalent in this area and the whole Southwestern part of the State, for that matter. In connection with timber access as well as access to property generally, there seems to be a disregard for the construction of facilities which will permit of this development. In this connection, I also recognize that on a hard dollar basis, comparing the cost of a given facility with the value of a given piece of property, the decision may well be made to purchase or landlock the property and not construct the facility. I submit, however, that another factor of the future development of the area is largely ignored.

If these be sound tenets, may I suggest some of the ramifications by reason of the apparent refusal to construct a modified interchange at Barton Road. One property (the owner of which I do not represent or even know) which lies to the South and West of the present intersection, is presently served by a direct approach to the Pacific Highway. It is recognized that this access will have to be taken to construct the highway to interstate standards. The property is substantially improved and I would guess that it has a fair market

value of at least $60,000 to $75,000.

Under the plan of simply an overpass at Barton Road, the owner of this property, to get to Grants Pass, will be required to go on a service road to Barton Road; thence in a Northerly direction across a county bridge (which is presently posted with a 5000 lb. weight limit and which, obviously, would not lend itself to transporting cattle or heavy equipment) to an intersection with the old Pacific Highway; thence Southerly via this old Pacific Highway and then to the Glendale Junction. I would guess that this is perhaps an additional 1 or 1 1/2 miles, as against going down the freeway, and certainly the standard of the road is such that a speed of not to exceed 40 miles an hour would be indicated as against 70 miles per hour on the freeway.

If the same owner proposes to come North, say to Roseburg, he comes across the same county bridge to the old Pacific Highway, would go approximately 6 miles via the old highway at the same reduced speed, and would enter the freeway at the Cow Creek interchange approximately 6 miles to the North.

A particular client whom I am representing in connection with the highway acquisition, has a dairy operation immediately to the North and East of the Barton Road intersection. His main tonnage of feed, milk, etc., comes in from Grants Pass. Under the present plan trucks will be required to pass the bridge, go three miles to Quines Creek, and go back three miles on a service road. At 10¢ a ton mile, this becomes a rather significant figure over a period of years. Similarly, if he desires to himself go to Grants Pass, he could go South on the service road to Barton Road, cross the posted county bridge above referred to, and thence as the other owner to Grants Pass. Going to the North on the freeway he is not too hampered in that he can follow the service road to Quines Creek and enter the freeway at Quines Creek.

I am not advised as to the cost to build two ramps on the Barton Road from the freeway, but the terrain is such that it is inconceivable that the cost would outweigh the favorable factors involved in connection with the orderly use, enjoyment and future development of the area. In this connection, I should say that there are some 12 families living on up Barton Road which will have the same privileges in going to Grants Pass or to Roseburg via the inadequate facilities which are planned.

I have had occasion in the last several years to get into many ridiculous right of way acquisition situations with the highway department, and, without exception, the excuses made for having

these situations is the apparent refusal of the Bureau of Public Roads to look realistically at appraisal procedures, etc.

I must confess that the straw has finally "broken the camel's back" and that I can no longer sit still and listen to these excuses. I realize that our government is apparently paying some 93% of the cost of this interstate system and if it says that "sky hooks" shall be installed, then perhaps the State "could care less" when it only has to pingle only 7¢ of each dollar. On the other hand, we are all citizens of this country and I can no longer "hold still".

I hope that you realize that perhaps I am "blowing my stack", but you will appreciate that there comes a time when you just have to rise up and see if there isn't some way that a "voice in the wilderness" cannot impart some good common horse sense to some of the personnel who are manning some of our agencies.

I do not mean to imply that I have any hatchet out for the Bureau of Public Roads. I do not. I have, in the past, worked with their engineers and I think very highly of their organization as a whole. I think, however, that perhaps any public agency becomes somewhat lost in the forest for the trees, and I think that the position which the bureau takes with respect to freeway construction could be reanalyzed to take into account the orderly development of an area, particularly an area such as Douglas County where it is dependent, for local traffic in many spots, upon the interstate system.

Best personal regards.

Sincerely,

George W. Neuner

GWN:rr

RECEIVED
FEB 19 1965
FOR FILING

FEB 8 1965

32-10

Honorable Robert B. Duncan
House of Representatives
Washington, D.C.

Dear Mr. Duncan:

In our letter of December 28 we informed you of the existing plan for providing partial interchanges at Quines Creek Road and Barton Road in Douglas County, Oregon.

As a result of a re-evaluation of local traffic service features, we have approved the State's request for a full interchange at Quines Creek Road, a grade separation structure at Barton Road, and a frontage road between the interchange and Barton Road to provide Interstate access to residents of Barton Road. This latest plan is in substantial agreement with the interests of residents of the Quines Creek area as expressed in their petition which you previously forwarded to us.

Sincerely yours,

Rex M. Whitton

Rex M. Whitton
Federal Highway Administrator

RECEIVED
FEB 2 - 1965
FOR FILING
I-5-2(47)82
6578

Salem, Oregon
January 29, 1965

Mr. H. S. Cox
County and City Engineer

Canyonville-Douglas County
Line Section
Quines Creek-Barton Road
Accesses

The attached copy of BPR memorandum dated January 26 approved what we understand to be the County's minimum acceptable requirement. It is not what we had hoped for.

You will note in the last paragraph of this communication the Bureau feels the split diamond would have been a more acceptable and, in the long run, profitable facility for the local area. You will also note that in the BPR's thinking, Douglas County officials should be made fully cognizant of this. Will you so advise the Douglas County Court at some convenient time. Please indicate that this plan of the Bureau's does not necessarily reflect the State Highway Department's wishes.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachment
cc Forrest Cooper
R. L. Porter

Form CD-121
(11-63)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERN..ENT

Memorandum

SHAW

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Str. N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 26, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-2(22)68, Canyonville-Douglas County Line Section,
Pacific Highway - Quines Creek-Barton Road Access

Reply is made to your letter, dated January 15, 1965, in which you request our approval of construction of the following listed facilities on the subject project with full Federal-aid interstate financing, as they are the minimum on which you can reach agreement with Douglas County:

(1) A full interchange at Quines Creek.

(2) A frontage road from Quines Creek to Barton Road.

(3) A grade separation structure at Barton Road.

Construction of the full interchange at Quines Creek has previously been justified and approved.

Construction of the frontage road between Quines Creek and Barton Road, on the easterly side of the highway, is justified for the following reasons:

1. Improvement of county-owned Barton Road westerly from the highway across Cow Creek to a connection with an existing county road, to standards adequate to carry logging trucks and other heavy loads is estimated to cost $97,500 in addition to the cost of the separation structure with normal approaches to the existing road.

2. The total estimated cost to construct the frontage road between Quines Creek interchange and Barton Road is $218,000. The estimated total saving in right-of-way cost between Quines Creek interchange and Barton Road by reason of construction of the frontage road as compared with severance damage to the abutting property is $171,000. Therefore, net cost of the frontage road from Quines Creek interchange to Barton Road is $47,000.

Copy to:
Cox
Young
Morgan
1-28-65

NOTED
R. L PORTER

Construction of the frontage road is therefore the most economical of the alternates available to provide necessary access to the traffic generated by the Barton Road area.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

(more)

Construction of a grade separation structure at Barton Road is necessary to adequately serve the area on either side of the highway inasmuch as the county will not agree to its closure. Such county agreement is required under State law.

While we approve this latest of your several proposals, we believe that the formerly proposed split diamond interchange with the northerly legs at Quines Creek and the southerly legs at Barton Road would have best served the entire area. Since there is only sufficient justification to warrant construction of one interchange in the Quines Creek-Barton Road area, any possibility of sufficient factual supporting data being developed to warrant future construction of interchange legs at Barton Road seems remote. Douglas County officials should be made fully cognizant of this matter. We would, of course, give consideration to any proper supporting data you wish to furnish in the future.

RECEIVED
JAN 28 1965
FOR FILING

I-5-1(47)12
6578

Cross Reference To:
Adm
Petitions
Maps

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1965

To: Mr. W. T. Wright
Right of Way Engineer
Office

SUBJECT: Azalea - Josephine County Line Section
Pacific Highway
Douglas County

Due to the modification of the Quines Creek Interchange from a half diamond to a full diamond, R/W Files 36973, 36974 and 37140 have been revised and returned to your office today.

Revised R/W prints of the Barton Road area, with the half diamond interchange legs deleted, are also being sent to your office today.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

FDM:jl

cc: Mr. L. P. Shaw

NOTED
LLOYD P. SHAW

RECEIVED
JAN 18 1965
FOR FILING

E 5 3 (41) 62
63 28

Cross Reference to:
Misc.
Correspondence
Legal

January 15, 1965

Barton
Y
Quines

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

Reference is made to our recent telephone conversation and correspondence relative to the Quines Creek-Barton Road problem on Interstate 5 in Douglas County. Since receiving your most recent rejection, I have personally discussed the matter with the Chairman of the Douglas County Commission and he states that the County will go along with the following as a minimum:

(1) A full interchange at Quines Creek;

(2) A frontage road from Quines Creek to Barton Road;

(3) A separation at Barton Road.

This is with the understanding that the Bureau of Public Roads will still keep the issue open for additional consideration if sufficient supporting data can be furnished to warrant interchange legs at Barton Road.

I am sure you are aware that the Highway Commission lacks authority to close or alter county roads without the concurrence of the county. This matter has been checked recently by the Commission's Legal Counsel, Mr. G. E. Rolzie, and the above represents his opinion.

May we have your answer to this at your earliest convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

K. L. Porter
Deputy State Highway Engineer

KLP:mm
bc Douglas County Board of Commissioners
Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe
Mr. H. S. Cox

Form CD-128 (11-64) (Prev. ed. by A.O. 2000-10)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED JAN 15 1965

FOR FILING

TO: Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

DATE: January 13, 1965

In reply refer to: 08-35.2-DB

SUBJECT: Oregon I-5-2(22)68, Canyonville-Douglas County Line Section, Pacific Highway, Quines Creek-Barton Road Interchange

Reply is made to your letter of January 11, 1965 in which you requested our approval of construction of a full diamond interchange at Quines Creek, a half-diamond interchange at Barton Road and a connecting frontage road on the easterly side of the highway, with full participation of Federal-aid Interstate funds.

Please be informed that this matter was referred, through normal channels, to our Washington Office for consideration and we are advised that our previous approval of construction of the full interchange at Quines Creek or alternate construction of half-diamond interchanges at Quines Creek and Barton Road connected by a frontage road on the easterly side of the highway is the maximum that may be obligated for full Federal-aid interstate financing on the basis of the justification submitted to date.

Your letter, dated August 26, 1964, requested our approval of proposed construction of the two half-diamond interchanges connected with a frontage road on the easterly side of the highway and informed us that this alternate plan had already been approved by Douglas County.

Our letter of September 11, 1964 tentatively approved your August 26, 1964 proposal and the subsequent date of our final approval of the proposed half-diamond interchange plan is shown on the tracing of the plan sheet.

We will be pleased to consider any additional information you may desire to furnish, particularly that outlined in our letter of December 23, 1964, if you have other information that you feel might have a bearing on this matter.

Copies To:
Morgan
Young
1-15-65

NOTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MEMO TO FILES, 1/13/65

SUBJECT: Azalea-Glendale Junction Section
Quines Creek-Barton Road Unit, Signing
Pacific Highway No. 1 (I-5)
Douglas County

Proposed plans for signing the subject unit were sent to the Douglas County Court on November 24, 1964, by Mr. Tom Edwards, Assistant State Highway Engineer, for the Court to review. The redesigning of this particular interchange is under consideration at this time and the Court is therefore reluctant to approve said signing plans.

On January 8, 1965, Mr. Edwards forwarded a follow up letter to the Board of Commissioners (Court changed to Board of Commissioners 1/1/65) requesting action on this matter as the project was scheduled for contract in the near future.

On January 12, 1965, at Mr. R. L. Porter's request, I phoned Mr. Elmer Metzger, Chairman of the Board of County Commissioners, and informed him that due to evaluation and study being given the redesigning of the interchange, the Board of Commissioners will be forwarded new plans of the proposed project based on the final design of the revised interchange. I requested Mr. Metzger to have the Board give the matter their earliest attention upon receipt of the revised plans.

On January 13, 1965, Mr. Porter phoned Mr. Metzger and related that State and B.P.R. could not agree on a revision of the Barton Road-Quines Creek Interchange, but that if County would go along with plans for the interchange as approved by County on 8/24/64 (said approval was later withdrawn), we would continue to impress upon the B.P.R. the need of a full interchange at Quines Creek as well as the half interchange at Barton Road. Mr. Metzger will discuss this with the Board and let Mr. Porter know.*

D. N. Harwell

D. N. Harwell, Office Engineer
County and City Division

DNH:mm
cc: Forrest Cooper
R. L. Porter
L. P. Shaw
Tom Edwards
F. B. Crandall
L. R. Chandler
F D Morgan + L.H Young

*County & City Division will draft the agreement as soon as Mr. Porter gives the ok.

RECEIVED
JAN 12 1965
FOR FILING

January 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Quines Creek-Barton
Road Interchange
Interstate 5

Dear Sir:

We have made several attempts to get an agreement with Douglas County for construction of an interchange pattern on which your approval could be obtained. We feel that the County Court has made every attempt to be lenient but that in view of the obvious disruption of the existing traffic system by proposals offered to this date, the Court is now forced by its constituents to take a firm stand in its own behalf.

This, the County officials have done in a letter to H. S. Cox, County and City Engineer, under date of December 30, 1964. In this communication, it is stated that the least facility the county feels it can approve would be a full interchange at Quines Creek, a half-diamond interchange at Barton Road, and a service road on the easterly side of Interstate 5 from Quines Creek to Barton Road. Briefly, this minimum plan would include two ramps more than any combination of facilities, which has received verbal favorable consideration on your part.

As you well know, our schedule of construction in this area is one which is difficult to meet at best

and delays which could arise from lack of agreement with the County could make completion of that schedule impossible.

I wish to point out that the County's request in this matter is not without sound reason. No plan on which you have indicated probable approval would restore the traffic flow which is now possible through the County system of roads. As we have pointed out previously, the Barton Road connection to Quines Creek by a frontage road is essential since the existing highway now forms one member of the local traffic system between these two points.

At Barton Road, a 5000-pound load limit exists on the present Cow Creek Bridge. This area is of commercial importance from the point of view of timber service. In connection with this timber industry, the Douglas County Forest Protection Association depends on the existing highway for access to the Barton Road timbered areas.

The full interchange at Quines Creek is demanded in the County Court's ultimatum and we concur on the basis that a lesser facility fails to properly restore the existing traffic pattern.

The attached sketches indicate the minimum facility the County is willing to accept. We ask your favorable consideration of this plan that we may proceed in an orderly manner with our right-of-way purchases and construction. As the time element is quite critical to the State, I request expeditious handling of this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Lloyd Shaw
Victor D. Wolfe
F. D. Morgan
L. R. Chandler

LPS:ajw bjs

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1965

To: Mr. Forrest Cooper
State Highway Engineer

SUBJECT: Quines Creek-Barton Road Interchange
Interstate 5
Douglas County

The attached sketches show the minimum acceptable condition according to Douglas County's letter of December 30, 1964: A full interchange at Quines Creek, a half interchange at Barton Road, with a connecting frontage road.

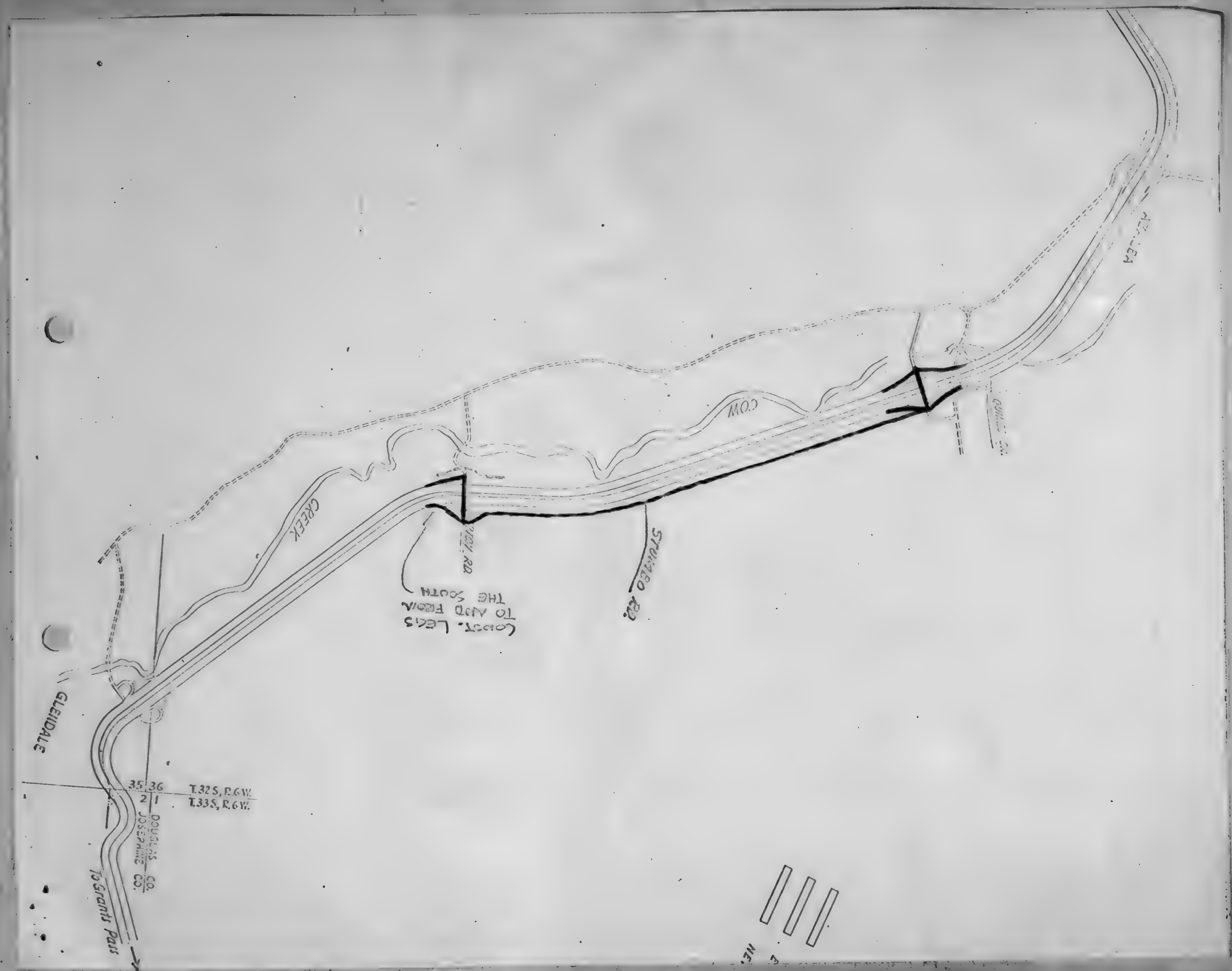
Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

cc R. L. Porter

NOTED
FORREST COOPER


Alt. 6A
MO.
CREEK
Const. Leads
To And From
The South
Stuart Rd
GLENDALE
35 36 T.32S, R.6W.
2 1 T.33S, R.6W.
DOUGLAS CO.
JOSEPHINE CO.
To Grants Pass
NE.

RECEIVED
JAN 13 1965
FOR FILING

1.3 2(47) E)
6.78

Salem, Oregon
January 4, 1965

Mr. L. P. Shaw
Assistant State Highway Engineer

OFFICE

On this date, I discussed with Bureau of Public Roads Engineer A. W. Parsons the County's renege on the split interchange at Quinas Creek and Barton Road on Interstate 5. Mr. Parsons suggested that we resubmit to the Bureau a sketch of the scheme that the County desires and will approve and tell him that the matter apparently has reached an impasse. Mr. Parsons stated he had some information that the split diamond might cause inconvenience to a local fire district and asked that this be fully investigated.

Please discuss this matter with me as soon as possible.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

RECEIVED
JUSTICE-OF-THE
COUNTY COURT
FOR FILING

I : 2(4/18)
(c) 11

TELEPHONE: ORCHARD 2-3311
EXTENSION 21

COUNTY OF DOUGLAS
COURTHOUSE
ROSEBURG, OREGON

12-30-64

RECEIVED
DEC 30 1964
ENGINEER
COUNTY & CITY DIVISION

Mr. H. G. Cox, City and County Relations Engineer
Oregon State Highway Department
Salem, Oregon

Re: Interstate #5, Quines Creek and Barton Roads

Dear Mr. Cox:

Confirming our conference of December 29, 1964, present were yourself and Mr. Don Harwell, representing the State, and Judge V. T. Jackson and Commissioners Elmer Metzger and Ray Doerner and County Engineer Al. H. May.

It was affirmed by the County Court that the agreement concerning the one-half interchange at Quines Creek Road and the one-half interchange at Barton Road with a connecting service road on the easterly side of Interstate #5 was signed by each of the members of the Douglas County Court under protest.

We, therefore, wish to withdraw our approval of the above agreement insofar as it pertains to the above one-half interchanges.

In place of the above proposition, we are in agreement to approve a full interchange at Quines Creek and two off-ramps at Barton Road with a service road on the easterly side of Interstate #5 from Quines Creek to Barton Road. In short, this requires the addition of two additional ramps at Quines Creek over the present plan. Lesser facilities will not receive our approval.

The reasons for our stand in this matter are as follows:

1. People in the Quines Creek area are vehemently protesting the one-half interchanges. The County Court concurs in this protest.
2. Many tourists are attracted by scenic Cow Creek Valley. The level plane in the Quines Creek area has free draining soil and would lend itself to the construction of tourist facilities.
3. Our proposed area plan would avoid confusion in signing. Barton and Quines Creek Road approaches could be separately signed.

Dated this 30th day of December, 1964.

COUNTY COURT OF DOUGLAS COUNTY, OREGON

V. T. Jackson
County Judge

E. R. Metzger
County Commissioner

Ray C. Doerner
County Commissioner

NOTED
R. L PORTER

NOTED
LLOYD P. SHAW

RECEIVED
DEC 30 1964
FOR FILING

I 5-2 (47) f2
6578

December 29, 1964

Mr. Everett J. Robinson
Post Office Box 771
Grants Pass, Oregon

Dear Mr. Robinson:

This is to acknowledge receipt of your recent letter requesting that a full interchange be constructed at Quines Creek on Interstate Route 5. We appreciate receiving your views on the problem and will, as far as possible, try to develop a plan that is acceptable to the Douglas County Court.

Your views on this matter will be made a part of the Highway Department's official record.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe

Azalea, Ore.
Dec. 22, 1964

NOTED
R. L. PORTER

Mr. Forrest Cooper
Chief Highway Engineer
Oregon State Highway Dept.
Salem, Ore.

Dear Mr. Cooper:

In conversations held on December 21, 1964 the Douglas County Court clearly expressed disapproval of the proposed plan to split the Quines Creek Interchange with a Barton Road Interchange on Interstate 5 in Southern Douglas County. The Court strongly feels that the original plan as presented at the public hearing in Roseburg on April 15, 1964, calling for a full interchange at Quines Creek, would best serve all interests.

The Bureau of Public Roads has indicated to the Court that this original plan meets with their approval.

Residents of the Quines Creek area are solidly behind the County Court in this conclusion, as evidenced by the high degree of acceptance at the Roseburg hearing.

We would appreciate it if you would take this matter up with our County Court and see if it can be worked out.

Yours very truly,

Everett J. Robinson
(Property Owner at Quines Creek)
P.O. Box 771
Grants Pass, Ore.

EJR/d

Everett J. Robinson

CC:
Douglas County Court

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 5 - 1965
FOR FILING

1964

32-10

Honorable Robert B. Duncan
House of Representatives
Washington, D. C.

Dear Mr. Duncan:

With your communication of December 18 you transmitted a copy of a petition prepared by residents of Douglas County, Oregon, interested in the provision of a full service interchange with Interstate Route 5 near Quines Creek Road.

Current plans for local traffic service in Douglas County provide an interchange system as described in the petition consisting of two ramps each at Quines Creek Road and Barton Road connected by a frontage road parallel to the Interstate highway. This system would furnish full service to residents of both roads with no indirection of travel since travel required on the frontage road will be in lieu of that on the Interstate highway.

Traffic on both Quines Creek and Barton Road is very light, thus the State's current plan would appear to be consistent with the wise expenditure of public highway funds. Because of the overall interest, however, and inasmuch as this section of Interstate Route 5 is still in the planning stage, the local traffic service features of the Interstate route between Azalea and Glendale interchanges are being re-evaluated. We will be glad to advise you further of any change in current plans for service to the Quines Creek Community which may develop as a result of this review.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

NOTED
R. L PORTER

Enclosure
Transmitted Correspondence

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

RECEIVED APR 16 1965 FOR FILING

Memorandum

Shaw

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 23, 1964

In reply refer to: 08-35.2-DB

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

SUBJECT: Oregon Project I-5-2(22)68
Quines Creek-Barton Road
Canyonville-Josephine County Line Section

Mr. Shaw's letter of November 5, 1964, requested this office to consider a proposal which would constitute construction of full interchanges at both Quines Creek and Barton Road with a frontage road on the east extending northerly from Barton Road to Stumbo Road, in lieu of the previously approved proposal for constructing half diamond interchanges at Quines Creek and Barton Road with a connecting frontage road. Mr. Shaw's letter also mentions the possibility of constructing a full interchange at Quines Creek, a half diamond interchange at Barton Road with an upgraded frontage road connecting the two. Each proposal will be considered as a possible alternate.

The November 5 letter also states that property values and traffic data submitted to this office provide adequate justification for full interchanges at Quines Creek and Barton Road. Our records show that traffic in this area is low; the benefit-to-cost ratio as submitted during preparation of the 1961 Interstate Estimate was less than one, 0.63; and the prime justification for an interchange at Quines Creek was originally based on the necessity of providing access to the Douglas County Forest Fire Protection station located in that area which is now being taken as normal right-of-way. Since traffic originating in the Barton Road area had been predicted to use the Quines Creek interchange, another interchange would constitute a different traffic pattern and would divert this traffic to the Barton Road interchange. It would then be doubtful that justification could be shown for either interchange. In view of these facts, we cannot agree that justification has been shown for two full interchanges; however, in order to consider such a proposal some additional information is necessary. This submission should include:

(1) Sketch maps showing assignment of traffic in the Quines Creek-Barton Road area, and specifically to the Quines Creek and Barton Road interchanges. To Traffic

(2) Benefit to cost ratio for the full interchange at Quines Creek. Traffic

(3) Benefit to cost ratio for the full interchange at Barton Road. Traffic

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Copy to Git Stein

Our records also indicate that the major objection to the "split diamond" was stimulated by some deviation from that originally proposed at the public hearing. In this respect, re-evaluation of previous proposals would be in order. Major alternates are:

(1) A full interchange at Quines Creek, improving Barton Road to a connection with the county road north of Cow Creek, a grade separation structure at Barton Road, and a frontage road on the east from Barton Road to Stumbo Road.

(2) A full interchange at Quines Creek, a grade separation structure at Barton Road, and a frontage road on the east from Quines Creek to Barton Road.

(3) A full interchange at Quines Creek, a full interchange at Barton Road, and a frontage road on the east from Barton Road to Stumbo Road.

(4) A full interchange at Quines Creek, a half diamond interchange at Barton Road and an upgraded frontage road on the east from Barton Road to Quines Creek.

(5) A half diamond interchange at Quines Creek, a half diamond interchange at Barton Road, and an upgraded frontage road on the east from Quines Creek to Barton Road.

(6) For comparison: grade separation structures at Quines Creek and Barton Road, a frontage road on the east from Barton Road to Stumbo Road, improving Barton Road to a connection with the county road north of Cow Creek, and utilizing this existing parallel paved road which extends from the Azalea to the Glendale interchanges.

Such re-evaluation should include costs estimates for individual items included in each alternate; the total cost of each alternate; and benefit to cost ratio for each alternate. Proper evaluation of Mr. Shaw's proposals can be made only after receipt of the requested information.

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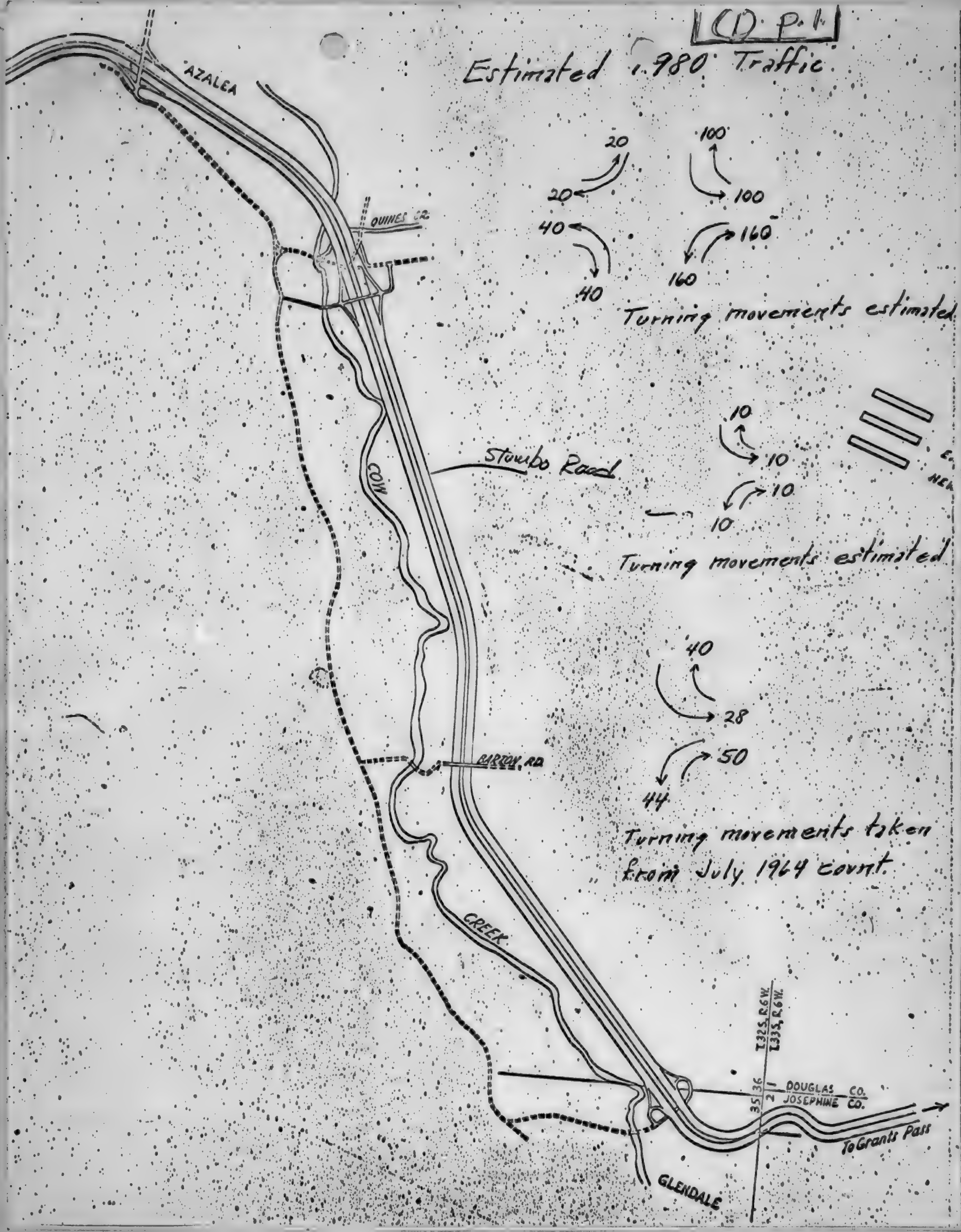
STATE HIGHWAY ENGINEER

CD P.1

Estimated 1980 Traffic



INTERCHANGE JUSTIFICATION ANALYSIS (2) p.1

F. A. Interstate Highway Route No. I-5 Freeway Name Pacific Hwy

Section Azalea Jct. - Glendale Jct. Interchange Name Quines Cr. Int.

Date of Analysis Analysis By

4 Interchange legs + structure over fwy + bridge over Cow Creek and road connecting Quines Creek road to County road north of Cow Creek

VS

structure over fwy + bridge over Cow Creek + road connecting Quines Creek To county road north of Cow Creek

ROAD USER COSTS

Movement	ADT	Without Interchange	Unit Cost	Daily Cost	With Interchange	Unit Cost	Daily Cost
Quines Cr. To Azalea	240	2.22 Mi. St.	$ 0.16	$ 85.25	2.05 Mi.	$ 0.14	$ 68.88
Quines Cr. to Glendale	400	0.29 Mi. St.	0.16	18.56	5.40 Mi.	0.14	302.40
"	400	5.94 Mi. St.	0.16	380.16	0.49 Mi.	0.16	31.36
		Mi. St.			Mi.		
		Mi. St.			Mi.		
TOTAL				$ 483.97			$ 402.64

Daily Road-User Benefits . . . . . $ 81.33

Yearly " " " ~~$ 29,700~~

CONSTRUCTION COSTS

Added Construction Costs . 554,000 - 354,000 . . . . . $ 200,000

Yearly ~~Daily~~ Added Construction Costs . . . . . $ 20,000

($ 200,000 x 0.10 x ~~1/365~~)

INTERCHANGE BENEFIT-COST RATIO 1:485

INTERCHANGE JUSTIFICATION ANALYSIS (3) p.1.

F. A. Interstate Highway Route No. I - 5 Freeway Name Pacific Hwy

Section Azalea Jct - Glendale Jct. Interchange Name Barton Road

Date of Analysis Analysis By

4 Interchange legs + structure over fwy
vs
Bridge over Cow Creek + structure over fwy + road from fwy To county road north of Cow Creek

ROAD USER COSTS

Movement	ADT	Without Interchange	Unit Cost	Daily Cost	With Interchange	Unit Cost	Daily Cost
Stumbo Rd To Azalea	20	1.63 0.40 Mi. St.	$ 0.16	$ 5.22 1.28	1.63 Mi.	$ 0.16	$ 5.22
"	20	5.07 Mi. St.	0.16	16.22	5.01 Mi.	0.14	14.03
Stumbo Rd - Glendale	20	1.63 Mi. St.	0.16	5.22	1.63 Mi.	0.16	5.22
"	20	0.40 Mi. St.	0.16	1.28	2.44 Mi.	0.14	6.83
"	20	2.80 Mi. St.	0.16	8.96	0.49 Mi.	0.16	1.57

TOTAL . . . . . $ $

Daily Road-User Benefits . . . . . $

CONSTRUCTION COSTS

Added Construction Costs . . . . . $

Daily Added Construction Costs . . . . . $
($ _____ x 0.10 x 1/365)

INTERCHANGE BENEFIT-COST RATIO . . . . .

INTERCHANGE JUSTIFICATION ANALYSIS (3) p. 1.

F. A. Interstate Highway Route No. I-5 Freeway Name Pacific Hwy

Section Azalea Jct - Glendale Jct Interchange Name Barton Road (cont.)

Date of Analysis Analysis By

ROAD USER COSTS

Movement	ADT	Without Interchange	Unit Cost	Daily Cost	With Interchange	Unit Cost	Daily Cost
Barton Rd - Azalea	68	0.40 Mi. St.	$ 0.16	$ 4.35	5.01 Mi.	$ 0.14	$ 47.70
"	68	5.07 Mi. St.	0.14	55.16	Mi.		
Barton Rd - Glendale	94	0.40 Mi. St.	0.16	6.02	2.44 Mi.	0.14	33.11
"	94	2.80 Mi. St.	0.16	42.11	0.49 Mi.	0.16	7.37
		Mi. St.			Mi.		
TOTAL				$ 145.82			$ 120.05

Daily Road-User Benefits . . . . . $ 25.77

Yearly " " " . . . . . $ 9,400

CONSTRUCTION COSTS

Added Construction Costs 329,000 - 270,000 . . . . . $ 59,000

Yearly ~~Daily~~ Added Construction Costs . . . . . $ 5,900

($ 59,000 x 0.10 x ~~1/365~~)

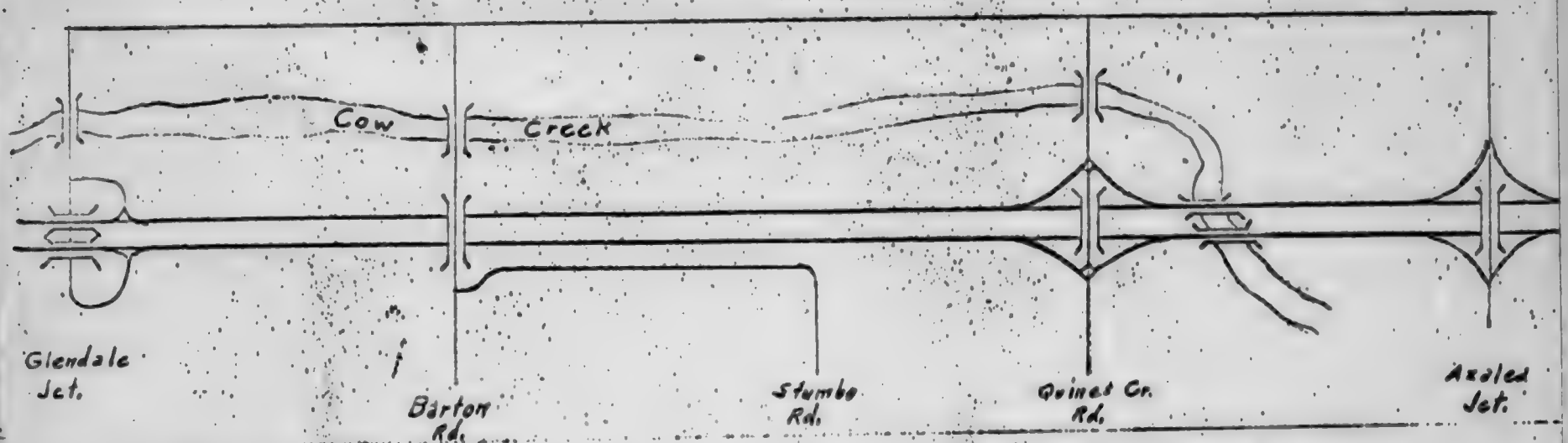
INTERCHANGE BENEFIT-COST RATIO 1.595

INTERCHANGE JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No: I-5 Freeway Name Pacific Highway

Section Azalea Jct. - Glendale Jct. Interchange Name Proposal #1

Date of Analysis 1-6-65 Analysis By G. L. Stein



ROAD USER COSTS

Movement	ADT	Without Proposal #1 Interchange			With Proposal #1 Interchange		
			Unit Cost	Daily Cost		Unit Cost	Daily Cost
Quines Cr.-Azalea	240	2.22 ~~2.05~~ Mi. St.	$ 0.16	$ 85.25	2.05 Mi.	$ 0.14	$ 68.88
Quines Cr.-Glendale	400	0.29 ~~5.40~~ Mi. St.	0.16	18.56	5.40 Mi.	0.14	302.40
"	400	5.94 ~~0.49~~ Mi. St.	0.16	380.16	0.49 Mi.	0.16	31.36
Stumbo Rd.-Azalea	20	1.63 ~~3.38~~ Mi. St.	0.16	5.22	1.63 Mi.	0.16	5.22
"	20	0.40 Mi. St.	0.14	1.28	0.40 Mi.	0.16	1.28
TOTAL				$			$

Daily Road-User Benefits . . . . . $

CONSTRUCTION COSTS

Added Construction Costs . . . . . $

Daily Added Construction Costs . . . . . $
($ _____ x 0.10 x 1/365)

INTERCHANGE BENEFIT-COST RATIO . . . . .

INTERCHANGE JUSTIFICATION ANALYSIS

A. Interstate
Highway Route No. _____ Freeway Name _____

Section _____ Interchange Name Proposal #1 (Cont.)

Date of Analysis _____ Analysis By _____

ROAD USER COSTS

Movement	ADT	Without ~~Interchange~~ Proposal #1			With ~~Interchange~~ Proposal #1		
			Unit Cost	Daily Cost		Unit Cost	Daily Cost
Ftombo Rd.- Azalea	20	5.07 Mi. St.	$ 0.16	$ 16.22	5.07 Mi.	$ 0.16	$ 16.22
Ftombo Rd.- Glendale	20	~~4.07~~ 1.63 Mi. St.	0.16	5.22	1.63 Mi.	0.16	5.22
"	20	~~0.49~~ 0.40 Mi. St.	0.16	1.28	0.40 Mi.	0.16	1.28
"	20	2.80 Mi. St.	0.16	8.96	2.80 Mi.	0.16	8.96
Barton Rd.- Azalea	68	~~5.01~~ 0.40 Mi. St.	0.16	4.35	0.40 Mi.	0.16	4.35
TOTAL				$			$

Daily Road-User Benefits . . . . . $

CONSTRUCTION COSTS

Added Construction Costs . . . . . $

Daily Added Construction Costs . . . . . $
($ _____ x 0.10 x 1/365)

INTERCHANGE BENEFIT-COST RATIO . . . . .

INTERCHANGE JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No. _____ Freeway Name _____

Section _____ Interchange Name Proposal #1 (Cont.)

Date of Analysis _____ Analysis By _____

ROAD USER COSTS

Movement	ADT	Without Interchange: Proposal #1	Unit Cost	Daily Cost	With Interchange: Proposal #1	Unit Cost	Daily Cost
Barton Rd.-Azalea	68	5.07 Mi.	$ 0.16	$ 55.16	5.07 Mi.	$ 0.16	$ 55.16
		St.					
Barton Rd.-Glendale	94	~~2.44~~ 0.40 Mi.	0.16	6.02	0.40 Mi.	0.16	6.02
		St.					
"	94	~~0.49~~ 2.80 Mi.	0.16	42.11	2.80 Mi.	0.16	42.11
		St.					
		Mi.			Mi.		
		St.					
		Mi.			Mi.		
		St.					
TOTAL				$ 629.79			$ 548.46

Daily Road-User Benefits ~~3622~~ 21.33 $

Yearly " " # 29,600

CONSTRUCTION COSTS

Added Construction Costs 931,000 - 732,000 $ 199,000

Yearly ~~Daily~~ Added Construction Costs ($ 199,000 x 0.10 x 1/365) $ 19,900

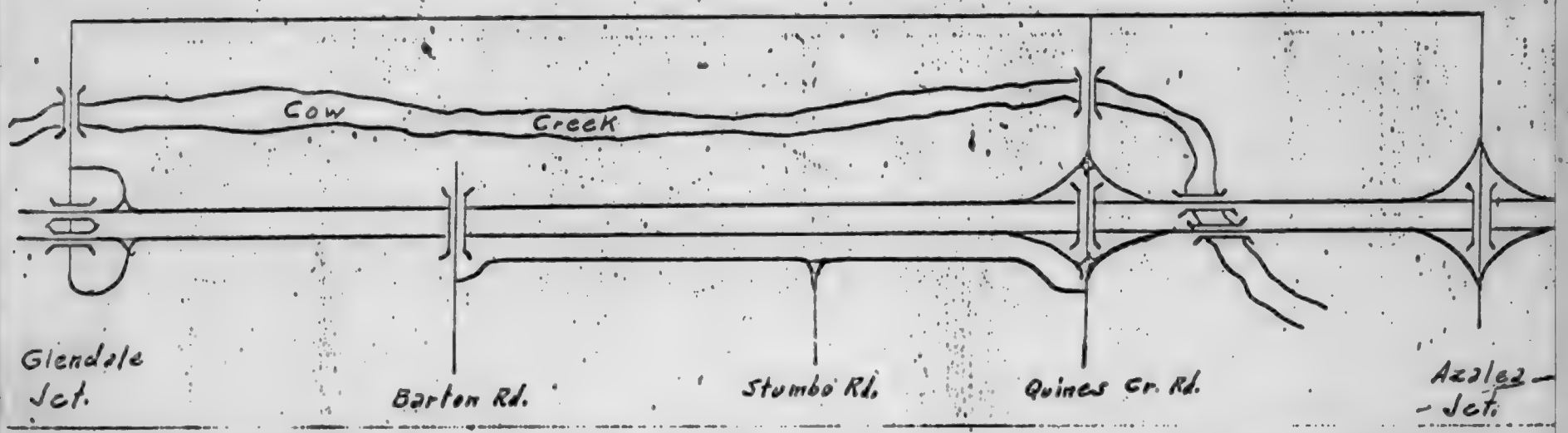
INTERCHANGE BENEFIT-COST RATIO 1.49

INTERCHANGE JUSTIFICATION ANALYSIS 2 page 2

F. A. Interstate Highway Route No. I-5 Freeway Name Pacific Highway

Section Azalea Jct - Glendale Jct Interchange Name Proposal #2

Date of Analysis 1-6-65 Analysis By G. L. Stein



ROAD USER COSTS		Proposal #2 Without Interchange			Proposal #2 With Interchange		
Movement	ADT		Unit Cost	Daily Cost		Unit Cost	Daily Cost
Quines Cr.-Azalea	240	~~2.05~~ 2.22 Mi. St.	$ 0.16	$ 85.25	2.05 Mi.	$ 0.14	$ 68.88
Quines Cr.-Glendale	400	~~5.40~~ 6.23 Mi. St.	0.16	398.72	5.40 Mi.	0.14	302.40
"	400	~~0.49~~ Mi. St.			0.49 Mi.	0.16	31.36
Stumbo Rd.-Azalea	20	~~3.38~~ 7.10 Mi. St.	0.16	22.72	1.33 Mi.	0.16	4.26
"	20	— Mi. St.			2.05 Mi.	0.14	5.74
TOTAL				$			$
Daily Road-User Benefits							$
CONSTRUCTION COSTS							
Added Construction Costs							$
Daily Added Construction Costs ($ _____ x 0.10 x 1/365)							$
INTERCHANGE BENEFIT-COST RATIO							

INTERCHANGE JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No. _____ Freeway Name _____

Section _____ Interchange Name Proposal #2 (Cont.)

Date of Analysis _____ Analysis By _____

ROAD USER COSTS		Without ~~Interchange~~ Proposal #2			With ~~Interchange~~ Proposal #2		
Movement	ADT		Unit Cost	Daily Cost		Unit Cost	Daily Cost
Stumbo Rd.- Glendale	20	4.83 ~~4.07~~ Mi.	$ 0.16	$ 15.46	1.33 Mi.	$ 0.16	$ 4.26
		St.					
"	20	~~0.42~~ Mi.			5.40 Mi.	0.14	15.12
		St.					
"	20	— Mi.			0.49 Mi.	0.16	1.57
		St.					
Barton Rd.- Azalea	68	5.47 ~~5.01~~ Mi.	0.16	59.51	2.96 Mi.	0.16	32.20
		St.					
"	68	— Mi.			2.05 Mi.	0.14	19.52
		St.					
TOTAL				$			$
Daily Road-User Benefits							$
CONSTRUCTION COSTS							
Added Construction Costs							$
Daily Added Construction Costs ($ _____ x 0.10 x 1/365)							$
INTERCHANGE BENEFIT-COST RATIO							

INTERCHANGE JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No. _____ Freeway Name _____

Section _____ Interchange Name Proposal #2 (Cont.)

Date of Analysis _____ Analysis By _____

ROAD USER COSTS

Movement	ADT	Without Proposal #2 interchange	Unit Cost	Daily Cost	With Proposal #2 interchange	Unit Cost	Daily Cost
Barton Rd.-Glendale	94	3.20 ~~2.44~~ Mi.	$ 0.16	$ 48.13	2.96 Mi.	$ 0.16	$ 44.52
		St.					
"	94	~~0.49~~ Mi.			5.40 Mi.	0.14	71.06
		St.					
"	94	— Mi.			0.49 Mi.	0.16	7.37
		St.					
		Mi.			Mi.		
		St.					
		Mi.			Mi.		
		St.					
TAL				$ 629.79			$ 608.26

Daily Road-User Benefits (Yearly) ~~$ 9,601~~ 21.53 $ 7,850

CONSTRUCTION COSTS

Added Construction Costs . . 963,000 - 732,000 $ 231,000

Yearly Added Construction Costs ($ 231,000 x 0.10 x 1/365) $ 23,100

INTERCHANGE BENEFIT-COST RATIO 0.34

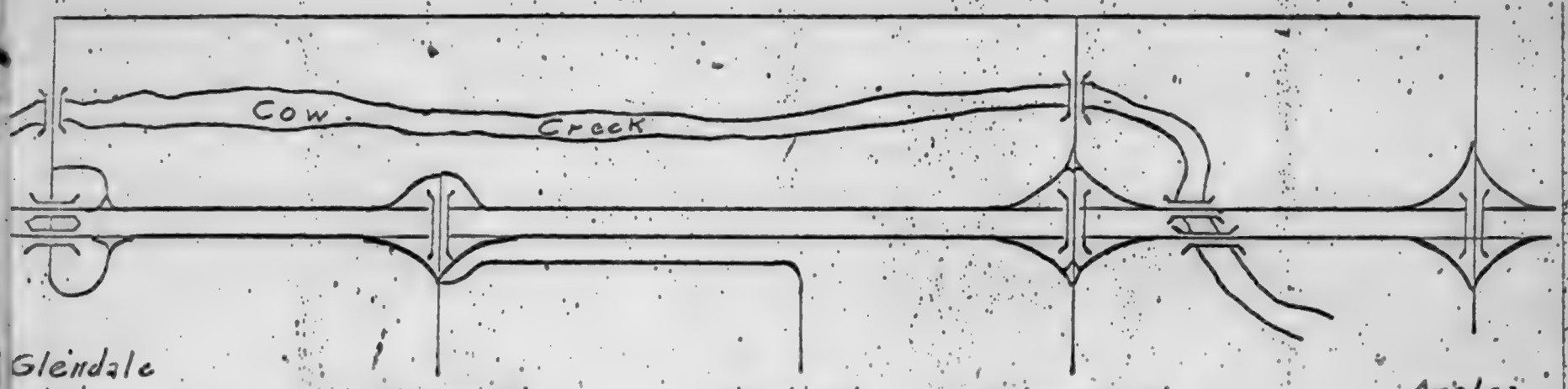
INTERCHANGE JUSTIFICATION ANALYSIS

3 page 2

F. A. Interstate Highway Route No. I-5 Freeway Name Pacific Highway

Section Azalea Jct. - Glendale Jct. Interchange Name Proposal #3

Date of Analysis 1-6-65 Analysis By G. L. Stein



ROAD USER COSTS

Movement	ADT	Without Proposal #3	Unit Cost	Daily Cost	With Proposal #3	Unit Cost	Daily Cost
Quines Cr.-Azalea	240	2.22 ~~2.05~~ Mi.	$ 0.16	$ 85.25	2.05 Mi.	$ 0.14	$ 68.88
		St.					
Quines Cr.-Glendale	400	6.23 ~~5.40~~ Mi.	0.16	398.72	5.40 Mi.	0.14	302.40
		St.					
"	400	~~0.49~~ Mi.			0.49 Mi.	0.16	31.36
		St.					
Stumbo Rd.-Azalea	20	7.10 ~~5.38~~ Mi.	0.16	22.72	1.63 Mi.	0.16	5.22
		St.					
"	20	— Mi.			5.01 Mi.	0.14	14.03
		St.					

TOTAL . . . . . $ _____ $ _____

Daily Road-User Benefits . . . . . $ _____

CONSTRUCTION COSTS

Added Construction Costs . . . . . $ _____

Daily Added Construction Costs . . . . . $ _____
($ _____ x 0.10 x 1/365)

INTERCHANGE BENEFIT-COST RATIO . . . . . _____

INTERCHANGE JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No. _____ Freeway Name _____

Section _____ Interchange Name Proposal #3 (Cont.)

Date of Analysis _____ Analysis By _____

OAD USER COSTS

ovement	ADT	Without Proposal #3 Interchange			With Proposal #3 Interchange		
			Unit Cost	Daily Cost		Unit Cost	Daily Cost
tumbo Rd.- endale	20	4.83 ~~4.07~~ Mi. St.	$ 0.16	$ 15.46	1.63 Mi.	$ 0.16	$ 5.22
"	20	~~0.76~~ Mi. St.			2.44 Mi.	0.14	6.83
"	20	— Mi. St.			0.49 Mi.	0.16	1.57
rton Rd.- alea	68	5.47 ~~5.01~~ Mi. St.	0.16	59.51	5.01 Mi.	0.14	47.70
ton Rd.- andale	94	3.20 ~~2.44~~ Mi. St.	0.16	48.13	2.44 Mi.	0.14	32.11
AL				$			$

/ Road-User Benefits . . . . . $

STRUCTION COSTS

d Construction Costs . . . . . $

Added Construction Costs . . . . . $

$ _____ x 0.10 x 1/365)

RCHANGE BENEFIT-COST RATIO

INTERCHANGE JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No. _____ Freeway Name _____

Section _____ Interchange Name Proposal #3 (Cont.)

Date of Analysis _____ Analysis By _____

ROAD USER COSTS

Movement	ADT	Without Proposal #3 Interchange			With Proposal #3 Interchange		
			Unit Cost	Daily Cost		Unit Cost	Daily Cost
Barton Rd.-Glendale	94	~~0.49~~ Mi.	$	$	0.49 Mi.	$ 0.16	$ 7.37
		St.					
		Mi.			Mi.		
		St.					
		Mi.			Mi.		
		St.					
		Mi.			Mi.		
		St.					
		Mi.			Mi.		
		St.					
TOTAL				$ 629.79			$ 522.69
							107.10
Daily Road-User Benefits							$ ~~107.10~~
Yearly " " "							$ 39,200

CONSTRUCTION COSTS

Added Construction Costs . . 987,000 - 732,000 . . . . . $ 255,000

Yearly ~~Daily~~ Added Construction Costs . . . . . $ 25,500

($ 255,000 x 0.10 x ~~1/365~~)

INTERCHANGE BENEFIT-COST RATIO 1.54

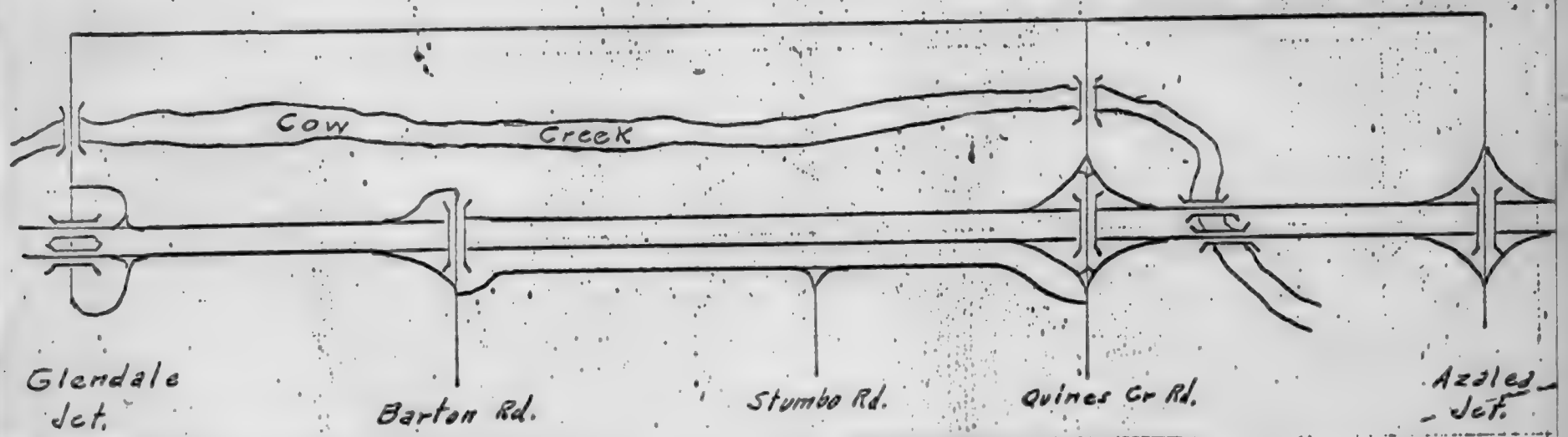
INTERCHANGE JUSTIFICATION ANALYSIS

4 page 2

F. A. Interstate Highway Route No. I-5 Freeway Name Pacific Highway

Section Azalea Jct. - Glendale Jct. Interchange Name Proposal #4

Date of Analysis 1-7-65 Analysis By G. L. Stein



ROAD USER COSTS

Movement	ADT	Without Proposal #4	Unit Cost	Daily Cost	With Proposal #4	Unit Cost	Daily Cost
Quines Cr.-Azalea	240	2.22 ~~2.05~~ Mi. St.	$ 0.16	$ 85.25	2.05 Mi.	$ 0.14	$ 68.88
Quines Cr.-Glendale	400	6.23 ~~5.40~~ Mi. St.	0.16	398.72	5.40 Mi.	0.14	302.40
"	400	~~0.49~~ Mi. St.			0.49 Mi.	0.16	31.36
Stumbo Rd.-Azalea	20	7.10 ~~3.38~~ Mi. St.	0.16	22.72	1.33 Mi.	0.16	4.26
"	20	— Mi. St.			2.05 Mi.	0.14	5.74
TOTAL				$			$
Daily Road-User Benefits							$

CONSTRUCTION COSTS

Added Construction Costs . . . . . $

Daily Added Construction Costs . . . . . $
($ _____ x 0.10 x 1/365)

INTERCHANGE BENEFIT-COST RATIO . . . . . =

INTERCHANGE JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No. _____ Freeway Name _____

Section _____ Interchange Name Proposal #4 (Cont)

Date of Analysis _____ Analysis By _____

ROAD USER COSTS

Movement	ADT	Without Interchange (Proposal #4)	Unit Cost	Cost	With Interchange (Proposal #4)	Unit Cost	Daily Cost
Stumbo Rd.- Glendale	20	4.83 ~~4.67~~ Mi.	$ 0.16	$	1.63 Mi.	$ 0.16	$ 5.22
		St.					
"	20	~~0.49~~ Mi.			2.44 Mi.	0.14	6.83
		St.					
"	20	— Mi.			0.49 Mi.	0.16	1.57
		St.					
Barton Rd.- Gonzalez	68	5.47 ~~5.07~~ Mi.	0.16	59.51	2.96 Mi.	0.16	32.20
		St.					
"	68	— Mi.			2.05 Mi.	0.14	19.52
		St.					

TOTAL . . . . . $ _____ $ _____

Daily Road-User Benefits . . . . . $ _____

CONSTRUCTION COSTS

Added Construction Costs . . . . . $ _____

Daily Added Construction Costs . . . . . $ _____
($ _____ x 0.10 x 1/365)

INTERCHANGE BENEFIT-COST RATIO . . . . .

INTERCHANGE JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No. _____ Freeway Name _____

Section _____ Interchange Name Proposal #4 (Cont.

Date of Analysis _____ Analysis By _____

ROAD USER COSTS

Movement	ADT	Without Proposal #4 Interchange	Unit Cost	Daily Cost	With Proposal #4 Interchange	Unit Cost	Daily Cost
Barton Rd.-Glendale	94	3.20 Mi.	$ 0.16	$ 48.13	2.44 Mi.	$ 0.14	$ 32.11
		St.					
"	94	~~0.49~~ Mi.			0.49 Mi.	0.16	7.37
		St.					
		Mi.			Mi.		
		St.					
		Mi.			Mi.		
		St.					
		Mi.			Mi.		
		St.					
TOTAL				$ 629.79			$ 517.46
Daily Road-User Benefits							$ ~~5.71~~ 112.33
Yearly " "							$ 41,000

CONSTRUCTION COSTS

Added Construction Costs . . . . . 1,048,000 ~~1,103,000~~ - 732,000 = $ ~~371,000~~ 316,000

Yearly ~~Daily~~ Added Construction Costs . . . . . $ ~~37,100~~ 31,600

($ 37,100 x 0.10 x ~~1/365~~)

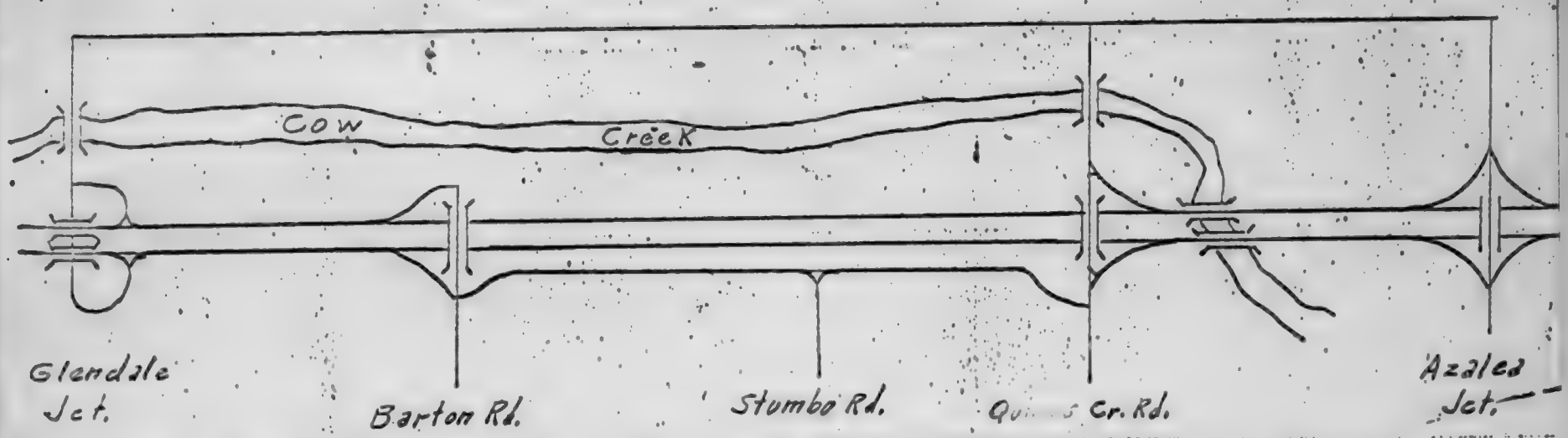
INTERCHANGE BENEFIT-COST RATIO . . . . . ~~1.0~~ 1.30

INTERCHANGE JUSTIFICATION ANALYSIS 5 page 2

F. A. Interstate Highway Route No. I-5 Freeway Name Pacific Highway

Section Azalea Jct. - Glendale Jct. Interchange Name Proposal #5

Date of Analysis 1-7-65 Analysis By G. L. Stein



ROAD USER COSTS		Without Proposal #5			With Proposal #5		
Movement	ADT		Unit Cost	Daily Cost		Unit Cost	Daily Cost
Quines Cr. – Azalea	240	2.22 ~~2.05~~ Mi. St.	$ 0.16	$ 85.25	2.05 Mi.	$ 0.14	$ 68.88
Quines Cr. – Glendale	400	6.23 ~~5.40~~ Mi. St.	0.16	398.72	2.96 Mi.	0.16	189.44
"	400	~~0.49~~ Mi. St.			2.44 Mi.	0.14	136.64
"	400	— Mi. St.			0.49 Mi.	0.16	31.36
Stumbo Rd. – Azalea	20	7.10 ~~3.38~~ Mi. St.	0.16	22.72	1.33 Mi.	0.16	4.26
TOTAL				$			$
Daily Road-User Benefits							$
CONSTRUCTION COSTS							
Added Construction Costs							$
Daily Added Construction Costs ($ _____ x 0.10 x 1/365)							$
INTERCHANGE BENEFIT-COST RATIO							

INTERCHANGE JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No. _____ Freeway Name _____

Section _____ Interchange Name Proposal #5 (Cont.)

Date of Analysis _____ Analysis By _____

ROAD USER COSTS

Movement	ADT	Without ~~Interchange~~ Proposal #5			With ~~Interchange~~ Proposal #5		
			Unit Cost	Daily Cost		Unit Cost	Daily Cost
Dumbo Rd.- Azalea	20	— Mi.	$	$	2.05 Mi.	$ 0.14	$ 5.74
		St.					
Dumbo Rd.- Glendale	20	4.83 ~~4.07~~ Mi.	0.16	15.46	1.63 Mi.	0.16	5.22
		St.					
"	20	~~0.49~~ Mi.			2.44 Mi.	0.14	6.83
		St.					
"	20	— Mi.			0.49 Mi.	0.16	1.57
		St.					
Barton Rd.- Azalea	68	5.47 ~~5.01~~ Mi.	0.16	59.51	2.96 Mi.	0.16	32.20
		St.					
TOTAL				$			$

Daily Road-User Benefits . . . . . $ _____

CONSTRUCTION COSTS

Added Construction Costs . . . . . $ _____

Daily Added Construction Costs . . . . . $ _____
($ _____ x 0.10 x 1/365)

INTERCHANGE BENEFIT-COST RATIO . . . . .

INTERCHANGE JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No. _____ Freeway Name _____

Section _____ Interchange Name Proposal #5 (Cont.)

Date of Analysis _____ Analysis By _____

ROAD USER COSTS

Movement	ADT	Without Proposal #5			With Proposal #5		
			Unit Cost	Daily Cost		Unit Cost	Daily Cost
Barton Rd.-Azalea	68	— Mi.	$	$	2.05 Mi.	$ 0.14	$ 19.52
		St.					
Barton Rd.-Glendale	94	3.20 ~~2.27~~ Mi.	0.16	48.13	2.44 Mi.	0.14	32.11
		St.					
"	94	~~0.41~~ Mi.			0.49 Mi.	0.16	7.37
		St.					
		Mi.			Mi.		
		St.					
		Mi.			Mi.		
		St.					
TOTAL				$ 629.79			$ 541.14 88.65

Daily Road-User Benefits ..... $ ~~788.86~~

Yearly " " " ..... $ 32,400

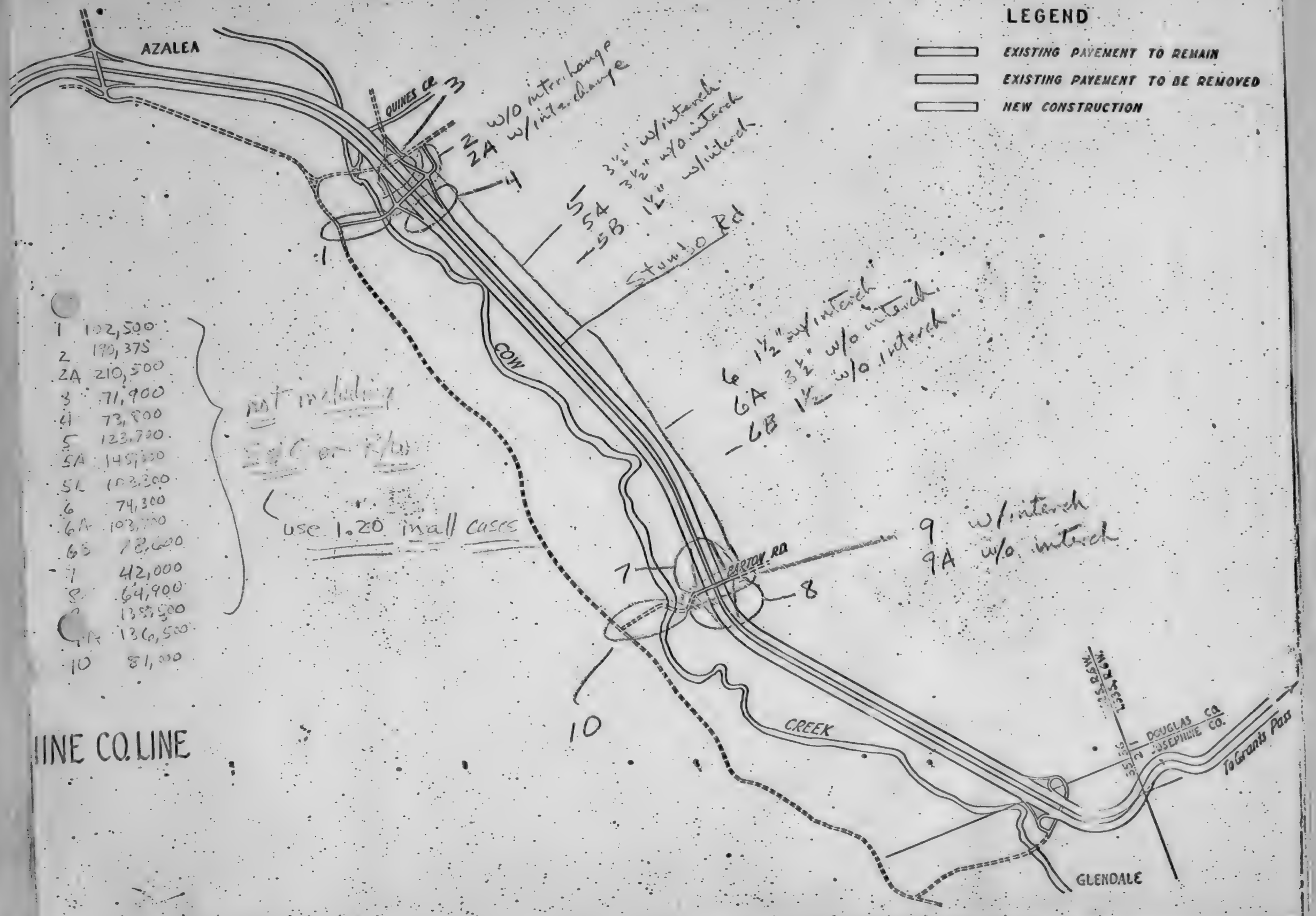
CONSTRUCTION COSTS

Added Construction Costs ..... 1,037,000 - 732,400 ..... $ 305,000

Yearly ~~Daily~~ Added Construction Costs ..... $ 30,500

($ 305,000 x 0.10 x ~~1/365~~)

INTERCHANGE BENEFIT-COST RATIO 1.06


LEGEND
EXISTING PAVEMENT TO REMAIN
EXISTING PAVEMENT TO BE REMOVED
NEW CONSTRUCTION
AZALEA
QUINES CR.
2 w/o interchange
2A w/interchange
3 3½" w/interch.
3½" w/o. interch.
5 1½" w/interch.
5A
5B
Stuntz Rd
1 102,500
2 190,375
2A 210,500
3 71,900
4 73,800
5 123,700
5A 145,000
5L 103,300
6 74,300
6A 103,700
6B 78,600
7 42,000
8 64,900
9 135,500
9A 136,500
10 81,000
not including
Exc or R/W
use 1.20 in all cases
6 1½" w/interch.
6A 3½" w/o interch.
6B 1½"
9 w/interch
9A w/o interch
7
8
10
BARTON RD
COW CREEK
T.35S. R.6W.
T.35S. R.5W.
DOUGLAS CO.
JOSEPHINE CO.
To Grants Pass
GLENDALE
LINE CO. LINE

(2) Quincy — Mill Street

1	[illegible]	3900	
2	[illegible]	R/W	
3	71,900		
4	73,700		
	145,700 +20%	550,000	554,000
			554,000
			200,000

alternate — County Rd

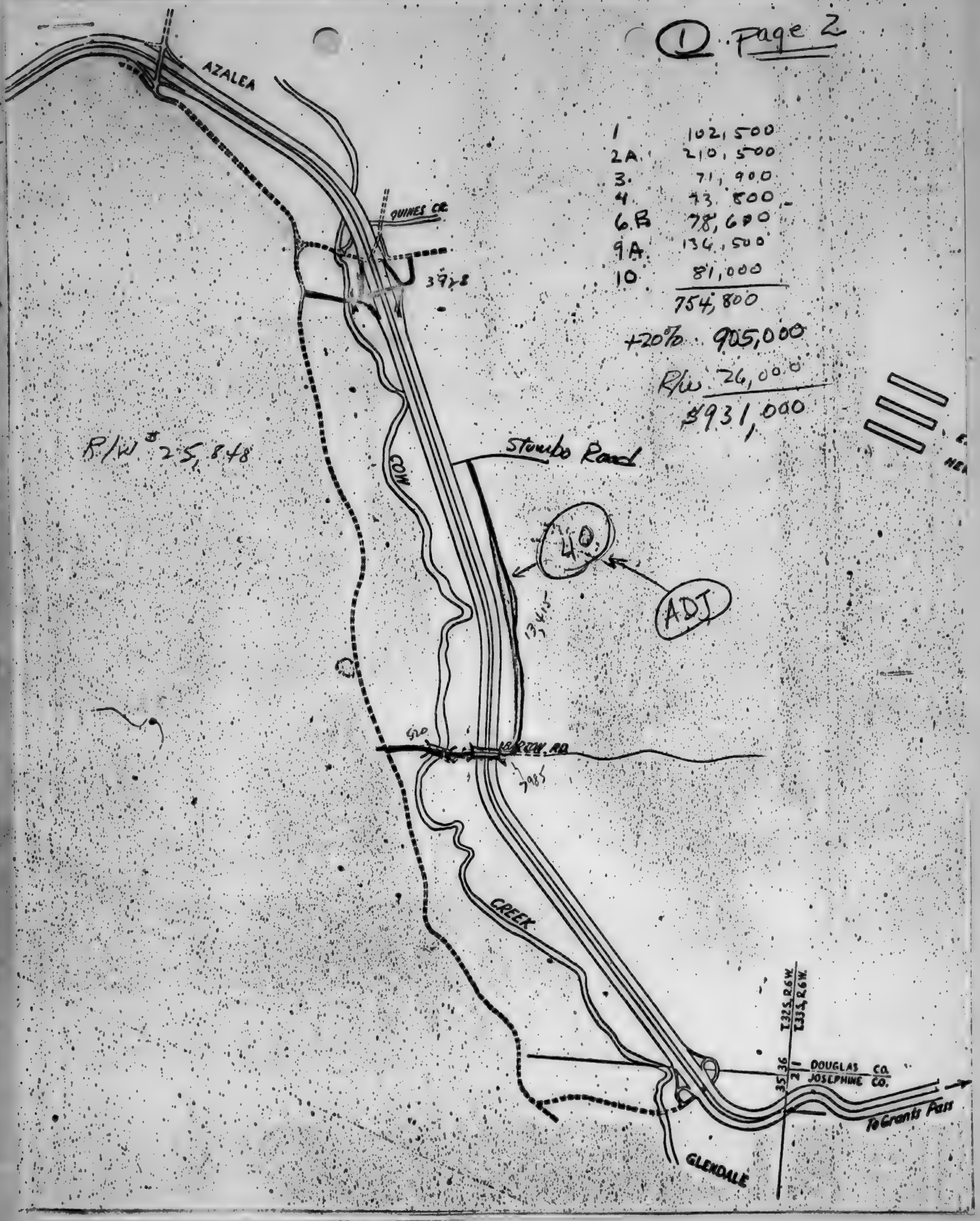
1	102,500		
2	199,375	R/W 1700	
	301,875		
	+20%		
	362,000		

(3) Boston Road Mill Street

7	[illegible]		
8	[illegible]	R/W [illegible]	
9	130,[illegible]		
	265,400 +20%	274,000	322,000
		35,000	270,000
		309,000	[illegible]

9A	136,500		
10	81,000	R/W 850	
	217,500		
	[illegible]		
	[illegible]		
	270,000		

1	102,500
2A	210,500
3	71,900
4	73,500
6B	78,600
9A	134,500
10	81,000
	754,800
+20%	905,000
R/W	26,000
	$931,000



(2) page 2

AZALEA

QUINES CR.

5528

1280

202

Stouibo Road

R/W 28,200

COW

13,415

162

ADT

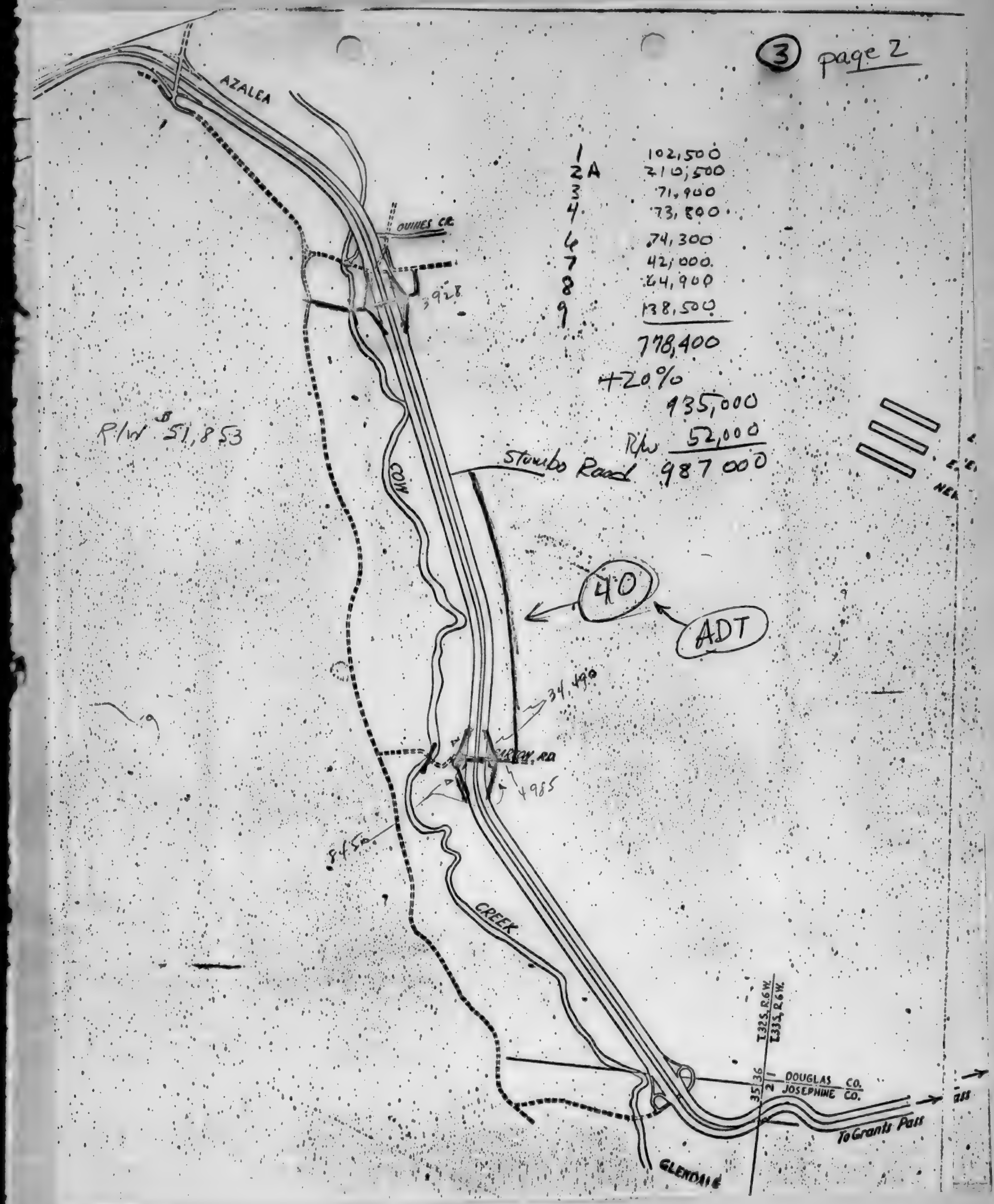
GARDEN RD

7985

CREEK

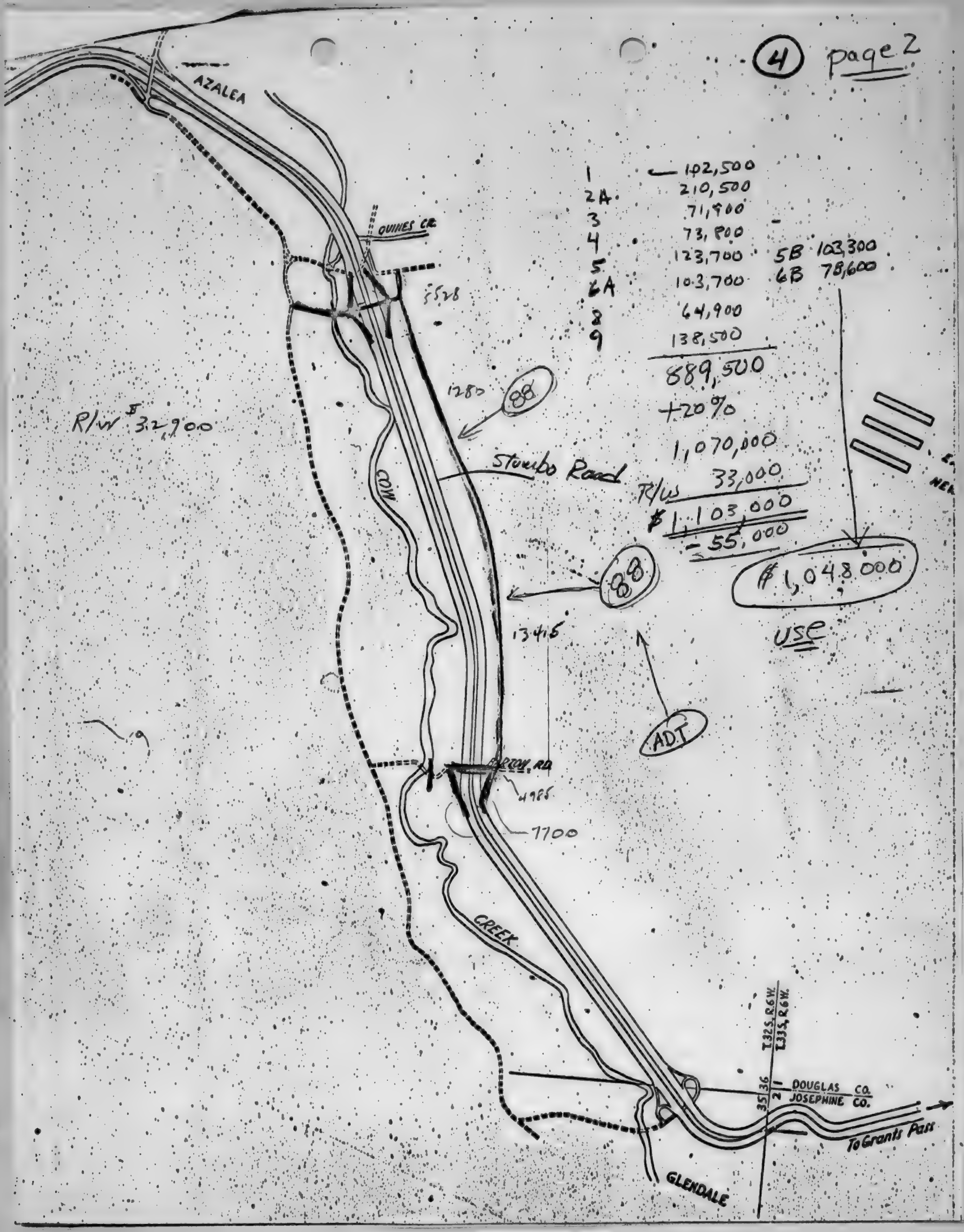
1	102,500
2A	210,500
3	71,900
4	73,800
5B	103,300
6B	78,600
9A	136,500
	777,100
+20%	935,000
R/W	28,000
	963,000

T32S, R6W.
T33S, R6W.
35 36 2 1
DOUGLAS CO.
JOSEPHINE CO.
To Grants Pass
GLENDALE



(3) page 2

1	102,500
2A	210,500
3	71,900
4	73,800
4	74,300
7	42,000
8	64,900
9	138,500
	778,400
	+20%
	935,000
R/W	52,000
	987,000



1	102,500		
2A	210,500		
3	71,900		
4	73,800		
5	123,700	5B	103,300
6A	103,700	6B	78,600
8	64,900		
9	138,500		

889,500
+20%
1,070,000
R/W 33,000
$1,103,000
-55,000
$1,048,000

USE

AZALEA

QUINES CR.

4403

1280

488

Stouibo Road R/W 32,000

COW

R/W $ 31,780

13,415

488

ADT

ARROW. RD

4985

1700'

CREEK

GLENDALE

T32S, R6W.
T33S, R6W.

35 36
2 1

DOUGLAS CO.
JOSEPHINE CO.

To Grants Pass

1	102,500
2A	210,500
3	71,900
5A	145,000
6A	103,700
8	64,900
9	138,500
	837,000
	+20%
	1,005,000
	32,000
	$1,037,000

AZALEA

QUINES CR.

1713

520

R/W 23,630

COW

1	102,500
2	190,375
6B	78,600
9A	136,500
10	81,000
	588,975
	+20%
	#708,000
Stanibo Road R/W	24,000
	#732,000

5.20

1985

ADT

CREEK

T32S, R6W.
T33S, R6W.

35 36
2 1

DOUGLAS CO.
JOSEPHINE CO.

To Grants Pass

GLENDALE

"E" LINE (Across Cow Cr. to Co. Rd.)

QUINES CR.

AZALEA

QUINES CR.

Stuubo Road

COW

BARTON RD.

CREEK

T32S, R6W
T33S, R6W

35 36 1 2

DOUGLAS CO.
JOSEPHINE CO.

To Grants Pass

GLENDALE

SHORT 21847 C.Y.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section AZALEA - GLENDALE JCT. Unit "E" 20+60 - "E" 28+50 (Cowlc. - County Rd.)
Highway PACIFIC County DOUGLAS Prefix ____
Length ____ Designer ____ Draftsman ____ Date JAN. 10, 196

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
DITCH EXC - UNCLASS.						
GENERAL EXC. - UNCLASS. (Exc. 45 CY. Emb. 19,980)	Cu. Yd.	21,912	2191	24,103	0.67	16,149
TRENCH EXC. - UNCLASS.	Cu. Yd.	24	2	26	2.75	72
18" CULV. PIPE	Lin. Ft.	84	8	92	5.00	460
GUARD RAIL		1660	170	1830	2.50	4575
3/4"-0 MAT. IN STONE LEVELING CRS.	TON	457	43	500	1.60	800
STONE BASE	TON	1272	128	1400	1.50	2100
WATERING	M-GAL	28	3	31	3.00	93
BITUMINOUS BASE MIXTURE	TON					
ASPHALT IN BITUMINOUS BASE MIXTURE	TON					
AGGREGATE IN PRIME COAT	Cu. Yd.	13	2	15	5.00	75
ASPHALT IN PRIME COAT	TON	2	-	2	50.00	100
ASPHALTIC CONC. CL. "B"	TONS	377	37	410	4.00	1640
ASPHALT CEMENT IN MIXTURE	TONS	21	2	23	37.00	851
RS-2 ASPHALT IN TACK	TONS	1	-	1	75.00	75
SEEDING & MULCHING	ACRE	1	-	1	500.00	500
STRUCTURE						75,000
					Total	$102,490

"E" LINE TO COW CR (NO INTER.)

QUINES CREEK

AZALEA

QUINES CR.

Stumbo Road

COW

BARTON RD.

CREEK

1325, R 6 W.
1335, R 6 W.

35 36
2 1

DOUGLAS CO.
JOSEPHINE CO.

To Grants Pass

GLENDALE

SHORT 59,530 C.Y.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section AZALEA - GLENDALE JCT. Unit "E" LINE Underxing -E20+60 WITHOUT INTERCHANGE
Highway PACIFIC County DOUGLAS Prefix _____
Length _____ Designer _____ Draftsman _____ Date JAN. 10, 19 61

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
[illegible]	Cu Yd	600	60	660	2.75	1815
[illegible] ONE 59800	Cu Yd	65,780	6578	72,358	0.67	48,480
[illegible]	Cu Yd					
GUARD RAIL	LIN. FT	1600	160	1760	2.50	4400
[illegible] IN STONE LEVELING CRS	TON	1175	115	1290	1.60	2064
STONE BASE	TON	3273	327	3600	1.50	5400
WATERING	M-GAL	72	8	80	3.00	240
BITUMINOUS BASE MIXTURE	TON					
ASPHALTIC BITUMINOUS BASE MIXTURE	TON					
AGGREGATE FOR PRIME COAT	CU. YD	32	3	35	5.00	175
ASPHALT FOR PRIME COAT	TON	5	1	6	50.00	300
[illegible] CL. "B"	TONS	970	100	1070	4.00	4280
[illegible] IN MIXTURE	TONS	53	5	58	37.00	2146
[illegible] ASPHALT FOR TACK	TONS	1	-	1	75.00	75
SEEDING, MULCHING	ACRE	2	-	2	500.00	1000
S-PLUS-T						120,000
				Total		$190,375

2A

"ER" & "E" LINE (WITH INTER)

QUINES CR INTER

AZALEA

QUINES CR.

COW

Stumbo Road

BARTON RD

CREEK

T32S R6W
T33S R6W

35 36
2 1

DOUGLAS CO.
JOSEPHINE CO.

To Grants Pass

GLENDALE

SHORT 91,327 C.Y.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section AZALEA - GLENDALE JCT. Unit "FREE" LINE - "E" 20+60 WITH INTERCHANGE
Highway PACIFIC County DOUGLAS Prefix _____
Length _____ Designer _____ Draftsman _____ Date JAN. 10, 1963

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
DITCH EXC - UNCLASS.	Cu. Yd	260	26	286	2.75	787
GENERAL EXC - UNCLASS. EXC. 600 EMB 83,570	Cu. Yd	91927	9193	101,120	0.67	67,750
TRENCH EXC - UNCLASS.	Cu. Yd	100	10	110	2.75	303
18" CULV. PIPE	LIN FT	164	16	180	5.00	900
24" CULV. PIPE	LIN FT	124	12	136	8.00	1088
TYPE "D" INLET	EACH	1	-	1	130.00	130
GUARD RAIL	LIN FT	720	70	790	2.50	1975
3/4"-0 MAT. IN STONE LEVELING CRS	TON	1109	111	1220	1.60	1952
STONE BASE	TON	4220	420	4640	1.50	6960
WATERING	M-GAL	86	9	95	3.00	285
BITUMINOUS BASE MIXTURE	TON	179	21	200	3.75	750
ASPHALT IN BITUMINOUS BASE MIXTURE	TON	7	1	8	37.00	296
AGGREGATE IN PRIME COAT	Cu. Yd.	24	2	26	5.00	130
ASPHALT IN PRIME COAT	TON	4	-	4	50.00	200
ASPHALTIC CONC. CL. "B"	TONS	961	99	1060	4.00	4240
ASPHALT CEMENT IN MIXTURE	TONS	53	5	58	37.00	2146
RS-2 ASPHALT IN TACK	TONS	1	-	1	75.00	75
SEEDING & MULCHING	ACRE	1	-	1	500.00	500
STRUCTURE						120,000
					Total	$ 210,467

"A" & "C" RAMPS
QUINES CR. INTER.

AZALEA

QUINES CR.

Stuntbo Road

COW

BARTON RD

CREEK

T.32S. R.6W.
T.33S. R.6W.

35 36
2 1

DOUGLAS CO.
JOSEPHINE CO.

To Grants Pass

GLENDALE

Short 46,500 C.Y.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

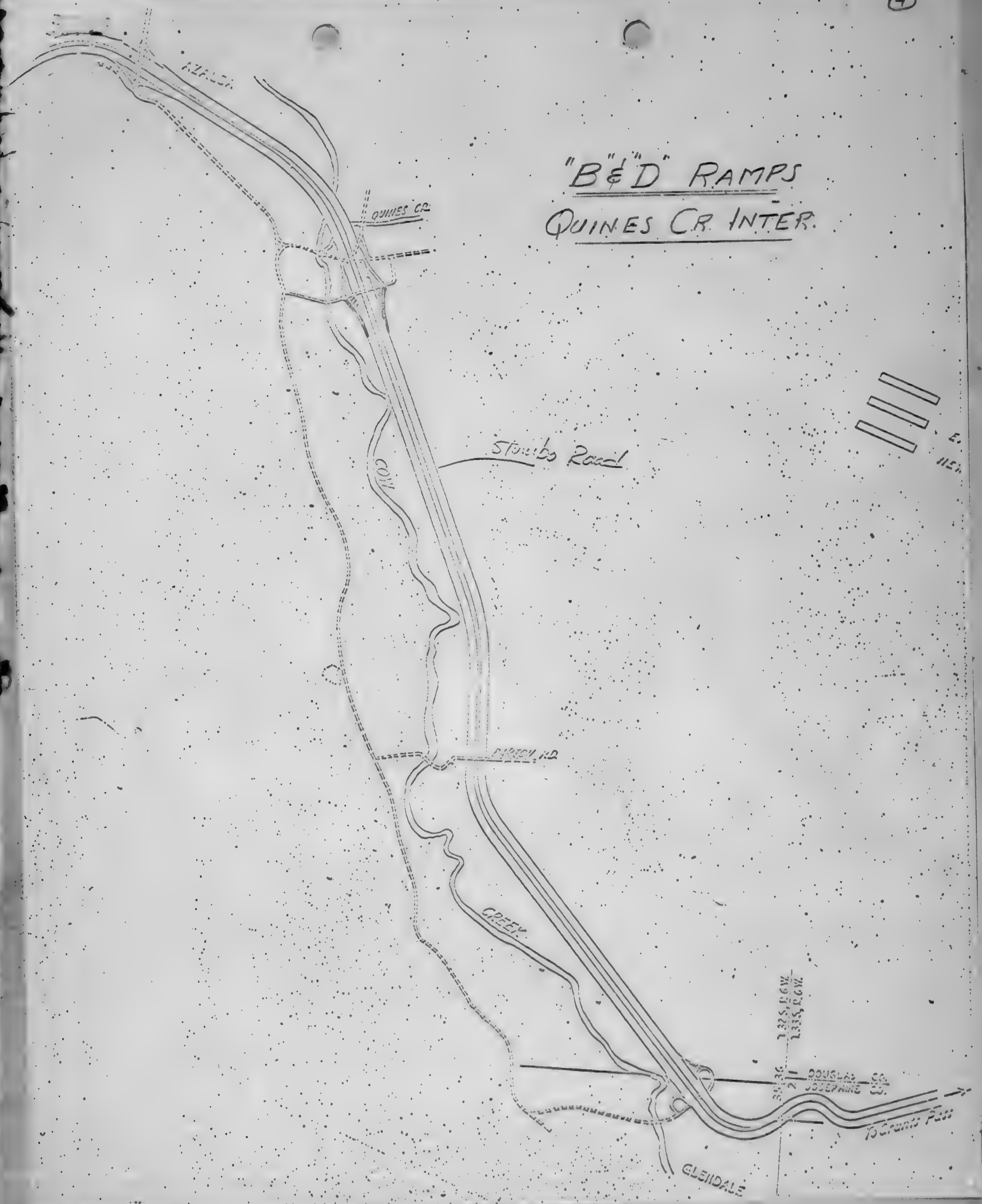
Section Fowler - Glendale Jct. Unit "A" & "C" Legs Quines Cr. Inter.
Highway Pacific County Douglas Prefix
Length ____ Designer ____ Draftsman ____ Date Jan. 10, 196[illegible]

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Roadway Exc. Unclass.	Cu Yd					
Roadway Exc. Unclass. 3,000 15,000	Cu Yd	49,500	4950	54450	0.67	36,482
Trench Exc. Unclass.	Cu Yd	25	3	28	2.75	77
24" CMP Pipe	Lin Ft	50	5	55	8.00	440
Type G-7M Inlet	Each	1	—	1	140.00	140
Guard Rail	Lin Ft	600	60	660	2.50	1650
Cr. Min. Stab. Leveling Crse	Ton	1279	131	1410	1.60	2256
Stone Base	Ton	9511	949	10,460	1.50	15,690
Watering	M-Gal	176	18	194	3.00	582
Bituminous Base Mixture	Ton	823	82	910	3.75	3413
Asphaltic Bituminous Base Mixture	Ton	33	3	36	37.00	1332
Aggregate for Prime Coat	Cu. Yd					
Asphalt for Prime Coat	Ton					
Asphaltic Cl. "B"	Ton	1167	113	1280	11.00	5170
Asphaltic Concrete Mixture	Ton	64	6	70	37.00	2590
Rock Asphalt Tack	Ton	1	—	1	75.00	75
Seeding Mulching	Acre	4	—	4	500.00	2000

Total $71,847

"B" & "D" RAMPS
QUINES CR. INTER.



SHORT 41,437 CY

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section AZALEA - GLENDALE JCT. Unit "B" & "D" LEGS QUINES CR INTER
Highway PACIFIC County DOUGLAS Prefix ____
Length ____ Designer ____ Draftsman ____ Date JAN 10 1964

Grading and Surfacing Items

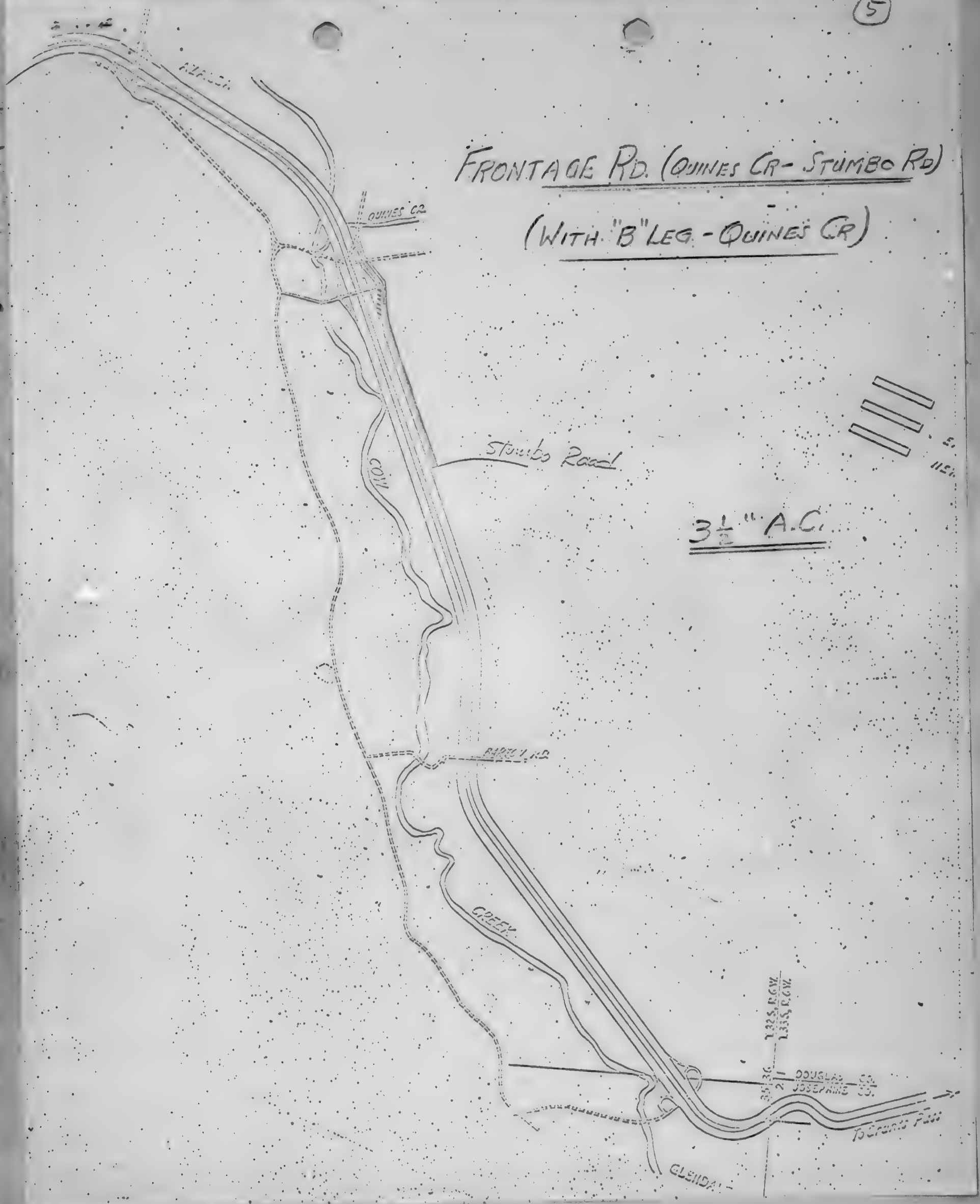
Item	Unit	Net	10% Allow	Gross	Price	Amount
DITCH EXC. - UNCLASS.	Cu.Yd	1500	150	1650	2.75	4538
ROADWAY EXC. - UNCLASS. EXC 4730 EMB 41,970	Cu.Yd.	46,167	4617	50,784	0.67	34,025
TRENCH EXC. - UNCLASS.	Cu.Yd	60	6	66	2.75	182
15" CULV. PIPE	LIN.FT	16	2	18	4.25	77
18" CULV PIPE	LIN.FT	64	6	70	5.00	350
18" END SECTION	EACH	1	-	1	40.00	40
72" CULV PIPE	LIN FT	16	2	18	42.00	756
TYPE G-2M INLET	EACH	1	-	1	140.00	140
GUARD RAIL	LIN.FT	600	60	660	2.50	1650
3/4"-0 MAT. IN STONE LEVELING CR.	TON	1231	123	1354	1.60	2166
STONE BASE	TON	9186	914	10,100	1.50	15150
WATERING	M-GAL	170	17	187	3.00	561
BITUMINOUS BASE MIXTURE	TON	799	81	880	3.75	3300
ASPHALTIN BITUMINOUS BASE MIXTURE	TON	32	3	35	37.00	1295
AGGREGATE IN PRIME COAT	Cu.Yd.					
ASPHALT IN PRIME COAT	TON					
ASPHALTIC CONC. Cl. "B"	TONS	1126	114	1240	4.00	4960
ASPHALT CEMENT IN MIXTURE	TONS	62	6	68	37.00	2516
RS-2 ASPHALT IN TACK	TONS	1	-	1	75.00	75
SEEDING & MULCHING	ACRE	4	-	4	500.00	2000

Total ID 73,781

(5)

FRONTAGE RD. (QUINES CR - STUMBO RD)

(WITH "B" LEG - QUINES CR)



Fill 66,340 CY

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section ANGLE - GLENDALE JCT. Unit FRONTAGE RD - (QUINES CR - STUMBO RD)
Highway PACIFIC County DOUGLAS Prefix ____
Length ____ Designer ____ Draftsman ____ Date JAN. 10, 1961
(WITH 3' ICE ON QUINES CREEK)

Grading and Surfacing Items

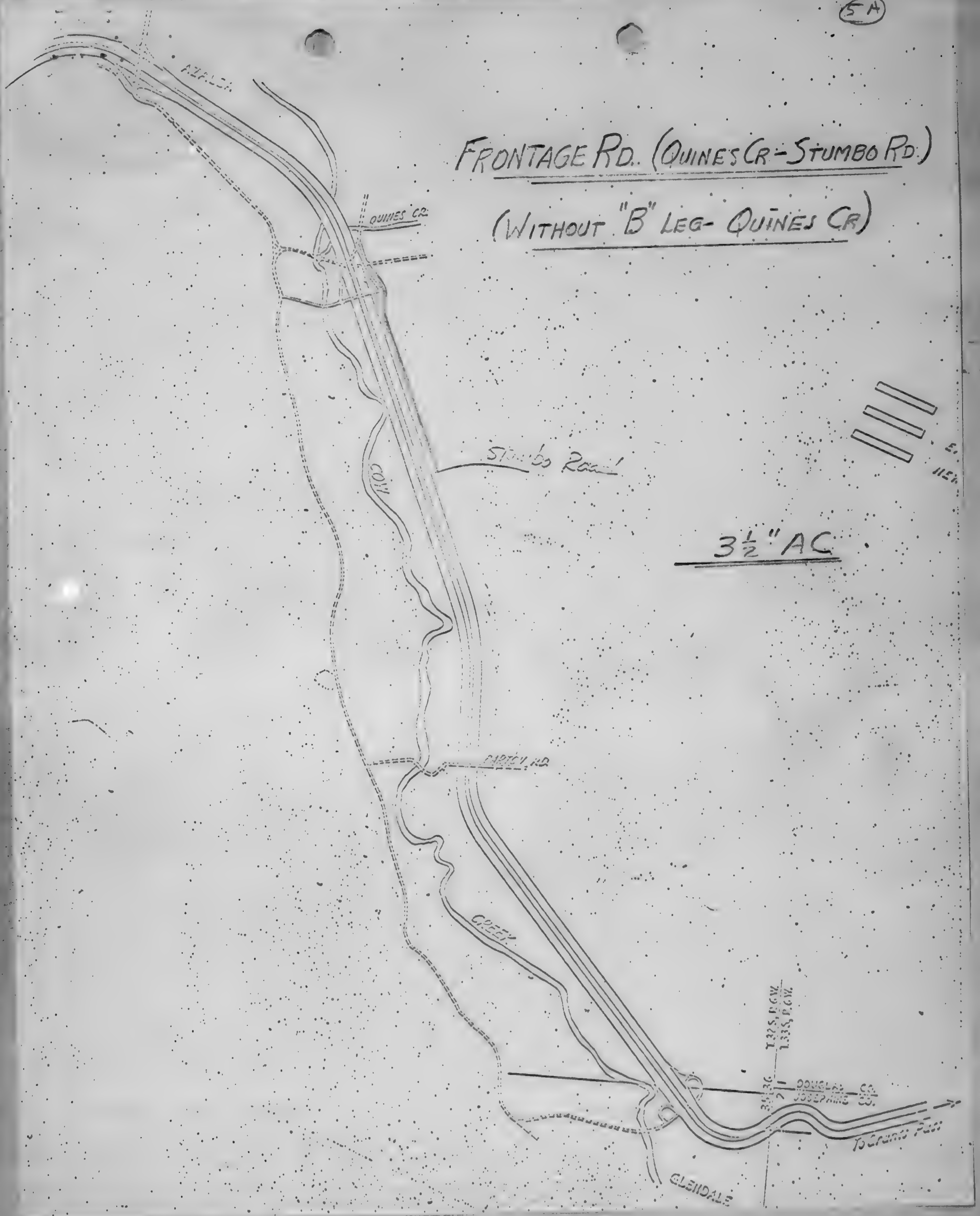
Item	Unit	Net	10% Allow	Gross	Price	Amount
[illegible]	Cu Y	3500	350	3850	2.75	10,588
[illegible] - HAUL P.O.	Cu Y	113,730 (Fr 113,730 Fr 42,900)	11,373	125,103	0.67	83,819
[illegible] - HAUL P.O.	Cu Yd	340	34	374	2.75	1029
12" CULV PIPE -	LIN FT	28	3	31	3.75	116
18" CULV PIPE	"	284	28	312	5.00	1560
24" CULV PIPE	"	64	6	70	8.00	560
72" CULV PIPE	"	72	8	80	42.00	3360
18" END SECTION	EACH	3	-	3	40.00	120
18" ARCH TYP METAL PIPE	LIN FT	40	4	44	25.00	1100
5" FILL SECTION	EACH	2	-	2	250.00	500
TYPE C-11 [illegible]	"	2	-	2	140.00	280
GUARD RAIL	LIN FT	2000	200	2200	2.50	5500
3/4" MAX IN STONE LEVELING CRS	TON	4637	463	5100	1.60	8160
STONE FOR ASPH	TON	12,920	1290	14,210	1.50	21,315
WATERING	M-GAL	286	28	314	3.00	942
BITUM IN BASE MIXTURE	TON					
ASPHALTIC BITUMINOUS BASE MIXTURE	TON					
AGGREGATE IN PRIME COAT	Cu.Yd	122	12	140	5.00	700
ASPHALT IN PRIME COAT	TON	20	2	22	.50	1100
[illegible] CL "B"	TONS	3909	381	4210	4.00	16,840
[illegible] CEMENT IN MIXTURE	TONS	211	21	232	37.00	8584
ASPHALT IN TACK	TONS	3	-	3	75.00	225
[illegible] MULCHING	ACRE	4	-	4	500.00	2000
					Total	$ 164203

5A

FRONTAGE RD. (QUINES CR - STUMBO RD.)

(WITHOUT "B" LEG - QUINES CR)

3½" AC



EXCESS 42,340 CY

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheet

Section AZALEA - GLENDALE JCT. Unit FRONTAGE RD - (QUINES CR - STUMBO RD)
Highway PACIFIC County DOUGLAS Prefix
Length ____ Designer ____ Draftsman ____ Date JAN. 10, 19

(WITHIN "B" Leg QUINES CREEK) Grading and Surfacing Items

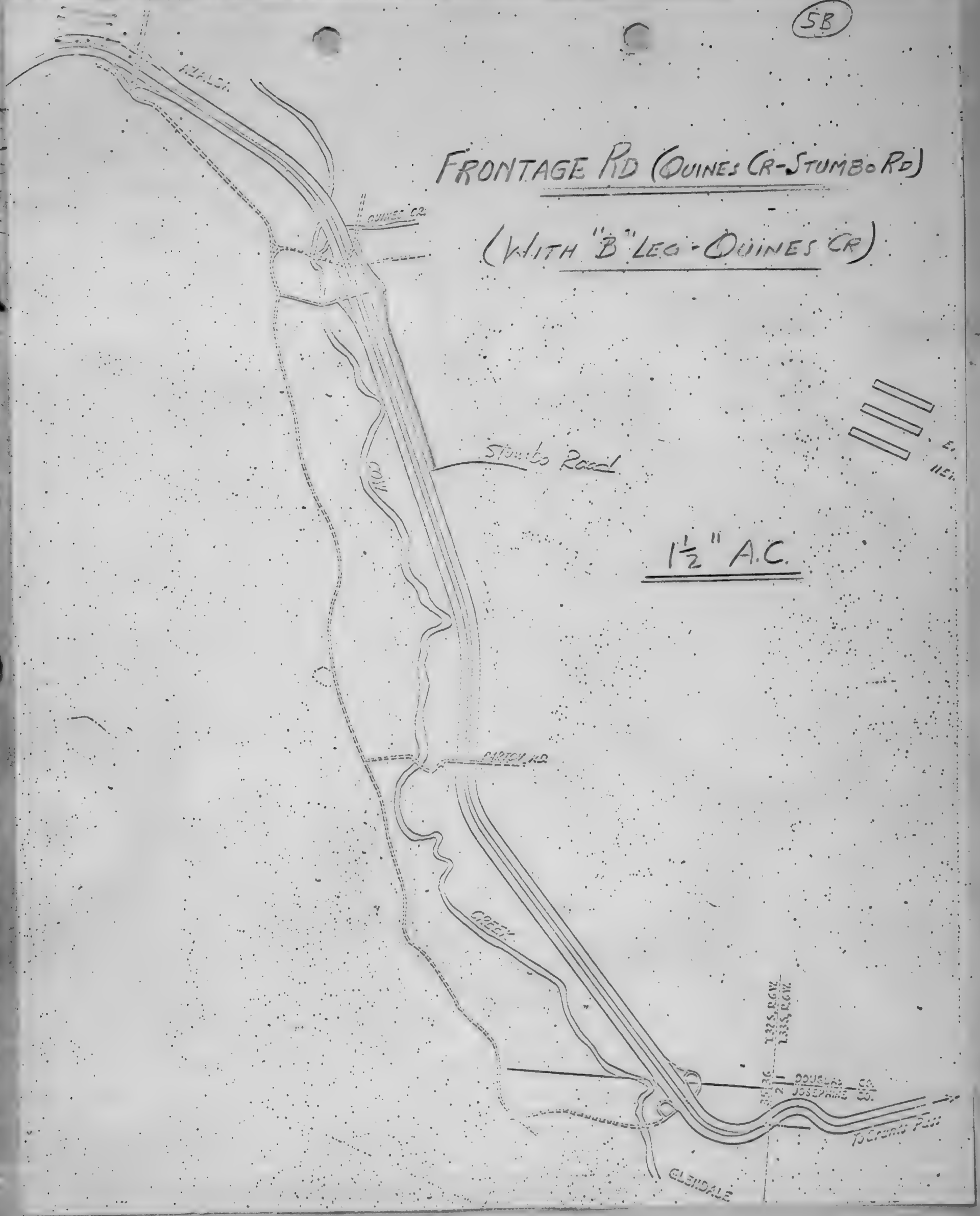
Item	Unit	Net	10% Allow	Gross	Price	Amount
DITCH EXC - UNCLASS.	Cu.Yd	3500	350	3850	2.75	10,588
GENERAL EXC - UNCLASS. (Exc 113,730 Emb. within)	Cu.Yd	113,730	11,373	125,103	0 67	83,819
TRENCH EXC - UNCLASS.	Cu.Yd.	340	34	374	2 75	1029
12" CULV. PIPE-	LIN FT.	28	3	31	3 75	116.
18" CULV. PIPE	"	284	28	312	5 00	1560
24" CULV. PIPE	"	64	6	70	8 00	560
72" CULV. PIPE	"	72	8	80	42 00	3360
18" END SECTION	EACH	3	-	3	40 00	120
58" ARCH TYPE METAL PIPE	LIN FT.	40	4	44	25 00	1100
58" END SECTION	EACH	2	-	2	250 00	500
TYPE G-2M INLET	"	2	-	2	140	280
GUARD RAIL	LIN FT	2000	200	2200	2 50	5500
3/4"-0 MAT. IN STONE LEVELING CR.	TON	4,637	463	5,100	1 60	8160
STONE BASE	TON	12,920	1290	14,210	1 50	21,315
WATERING	M-GAL	286	28	314	3 00	942
BITUMINOUS BASE MIXTURE	TON					
ASPHALTIC BITUMINOUS BASE MIXTURE	TON					
AGGREGATE IN PRIME COAT	Cu.Yd.	128	12	140	5 00	700
ASPHALT IN PRIME COAT	TON	20	2	22	50 00	1100
ASPHALTIC CONC. CL. "B"	TONS	3829	381	4210	4 00	16840
ASPHALT CEMENT IN MIXTURE	TONS	211	21	232	37 00	8584
RS-1 ASPHALT IN TACK	TONS	3	-	3	75 00	225
SEEDING & MULCHING	ACRE	4	-	4	500 00	2000

Total $ 169,514

5B

FRONTAGE RD (QUINES CR-STUMBO RD)

(WITH "B" LEG - QUINES CR)



1½" A.C.

EXCESS - 66,540 C.Y.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section ADLER - GLENDALE JCT. Unit FRONTAGE RD - (QUINES CR - STUMBO RD)
Highway PACIFIC County DOUGLAS Prefix _____
Length _____ Designer _____ Draftsman _____ Date JAN. 10, 1945

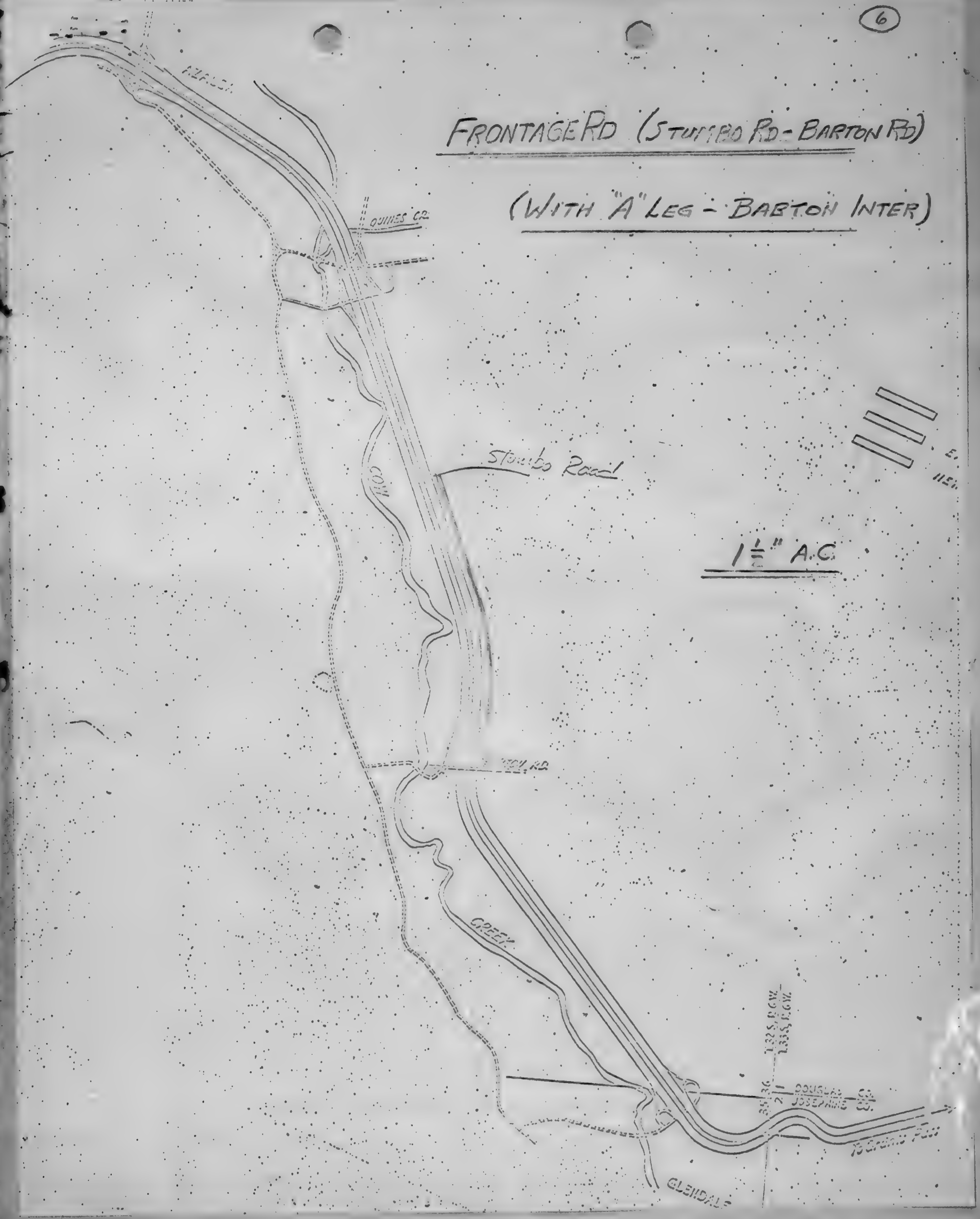
(WITH "B" Leg Quines Creek) Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
[illegible] Excavation	Cu.Yd	3500	350	3850	2.75	10,588
[illegible] Excavation	Cu.Yd	113,730	11,373	125,103	0.67	83,819
[illegible] Excavation	Cu.Yd	340	34	374	2.75	1029
12" Conc. Pipe	Lin Ft	22	3	31	3.75	116
18" Conc. Pipe	"	284	28	312	5.00	1560
24" Conc. Pipe	"	64	6	70	8.00	560
72" Conc. Pipe	"	72	8	80	42.00	3360
18" End Section	Each	3	-	3	40.00	120
58" Arch Tan. Metal Pipe	Lin Ft	40	4	44	25.00	1100
58" End Section	Each	2	-	2	250.00	500
Type G-2 M Inlet	"	2	-	2	140.00	280
Guard Rail		2000	200	2200	2.50	5500
3" - 0 Ct. in Stone Leveling Co.	Ton	3476	348	3824	1.60	6118
Stone in Pos.	Ton	12315	1230	13545	1.50	20,318
Watering	M-Gal	257	26	283	3.00	849
Bituminous Base Mixture	Ton					
Bituminous Base Mixture	Ton					
Aggregate in Prime Coat	Cu.Yd.	117	13	130	5.00	650
Asphalt in Prime Coat	Ton	18	2	20	50.00	1000
[illegible] Cl. "B"	Tons	1271	129	1420	4.00	5680
[illegible] Cutback in Mixture	Tons	71	7	78	37.00	2886
P-2 [illegible] in Place	Tons					
Seeding Mulching	Acre		-	4	500.00	2000

Total $148,033

FRONTAGE RD (STUBBS RD - BARTON RD)

(WITH "A" LEG - BARTON INTER)



1 1/2" A.C.

SHEET 1326 CY.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section ROSEBURG - GLENDALE JCT. Unit FRONTAGE RD - (STUMBO RD - BARTON RD)
Highway PACIFIC County DOUGLAS Prefix _____
Length _____ Designer _____ Draftsman _____ Date JAN. 10, 1951
(W. Leg "A" Leg BARTON RD)

Grading and Surfacing Items

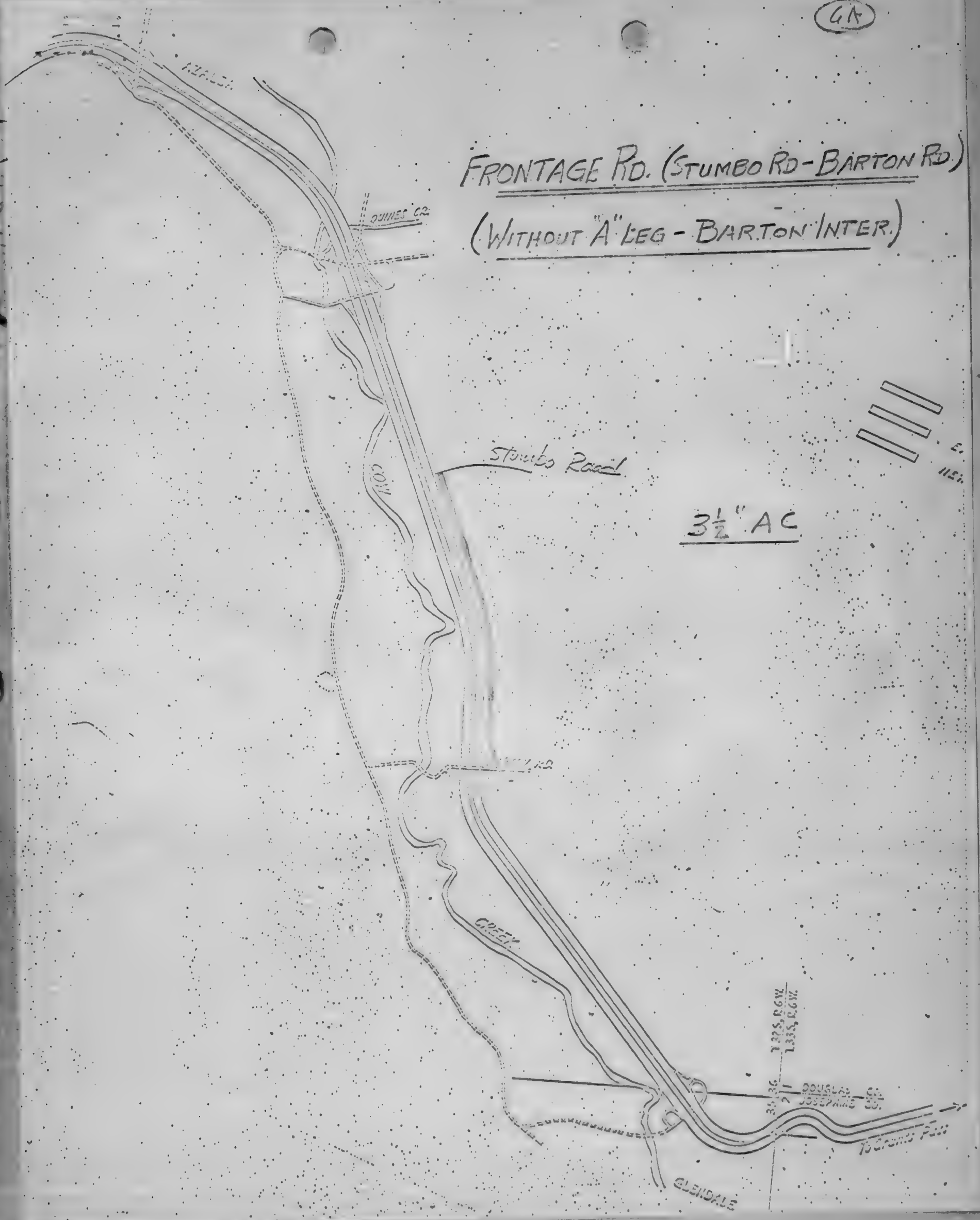
Item	Unit	Net	10% Allow	Gross	Price	Amount
Excav. for Minor Str.	Cu. Yd	120	12	132	2.75	363
Excavation for Highway (Exc. in rock Emb. 18, R&G)	"	15,246	1525	16,771	0.67	11,237
Excav. for Ditches	"	430	40	470	2.75	1293
12" Culv. Pipe	Lin. Ft	56	6	62	3.75	233
18" Culv. Pipe	"	576	62	640	5.00	3200
24" Culv. Pipe	"	86	10	96	8.00	768
36" Culv. Pipe	"	144	16	160	14.50	2320
18" End Section	Each	4	—	4	40.00	160
Type "D" Inlet	"	1	—	1	130.00	130
Type G-1 Inlet	"	7	1	8	140.00	1120
Cl. "A" Conc. in Box Culvert	Cu. Yd	36	4	40	60.00	2400
Reinforcement in Box Culv.	Lbs	5626	564	6200	0.15	930
Furnishing & Placing Jute Matting	Sq. Yd	182	18	200	1.00	200
Guard Rail	Lin. Ft.	600	60	660	2.50	1650
3/4" - 0 Pit Run Stone Leveling Course	Ton	4231	434	4665	1.60	7624
Stone Base	Ton	15273	1532	16805	1.50	25,313
Watering	M-Gal	321	32	353	3.00	1059
Bituminous Base Mixture	Ton					
Bituminous Surface Base Mixture	Ton					
Aggregate for Surface Course	Cu. Yd	146	14	160	5.00	700
Asphaltic Surface Coat	Ton	22	2	25	50.00	1750
Bituminous Cl. "B"	Ton	1446	162	1770	4.00	7080
Bituminous Cont. in Mixture	Tons	9	10	19	37.00	3626
Asph. Cement in Tack	Tons					
Seeding & Mulching	Acre	3	—	3	500.00	1500

Total $74,256

(GA)

FRONTAGE RD. (STUMBO RD - BARTON RD.)

(WITHOUT "A" LEG - BARTON INTER.)



3½" AC

Strip 5,320 C.Y.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

Section AZALEA - GLENDALE JCT. Unit FRONTAGE RD - (STUMBO RD - BARTON RD)
Highway PACIFIC County DOUGLAS Prefix
Length ____ Designer ____ Draftsman ____ Date JAN. 10, 1961

(WITHOUT "A" Leg BARTON RD)

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
DITCH EXC - UNCLASS.	Cu. Yo	120	12	132	2.75	363
GENERAL EXC. - UNCLASS. (Exc. 13,920 Emb. 17,500)	"	19,250	1925	21,175	0.67	14,187
TRENCH EXC - UNCLASS.	"	430	40	470	2.75	1293
12" CULV. PIPE	LIN. FT	56	6	62	3.75	233
18" CULV. PIPE	"	578	62	640	5.00	3200
24" CULV. PIPE	"	86	10	96	8.00	768
36" CULV PIPE	"	144	16	160	14.50	2320
18" END SECTION	EACH	4	-	4	40.00	160
TYPE "D" INLET	"	1	-	1	130.00	130
TYPE G-2M INLET	"	7	1	8	140.00	1120
CL. "A" CONC. IN BOX CULVERT	Cu. Yd.	36	4	40	60.00	2400
REINFORCEMENT IN BOX CULV	LBS	5636	564	6200	0.15	930
FURNISHING & PLACING JUTE MATTING	Sq Yd.	182	18	200	1.00	200
GUARD RAIL	LIN. FT.	1100	110	1210	2.50	3025
3/4"-0 MAT. IN STONE LEVELING CRS	TON	5760	580	6340	1.60	10,144
STONE BASE	TON	16049	1601	17650	1.50	26,475
WATERING	M-GAL	355	35	390	3.00	1170
BITUMINOUS BASE MIXTURE	TON					
ASPHALT IN BITUMINOUS BASE MIXTURE	TON					
AGGREGATE IN PRIME COAT	Cu. Yd.	159	16	175	5.00	875
ASPHALT IN PRIME COAT	TON	24	2	26	50.00	1300
ASPHALTIC CONC. CL. "B"	TONS	4271	473	5230	4.00	20,920
ASPHALT CEMENT IN MIXTURE	TONS	261	29	290	37.00	10730
RS-2 ASPHALT IN TACK	TONS	3	-	3	75.00	225
SEEDING & MULCHING	ACRE	3	-	3	500.00	1500

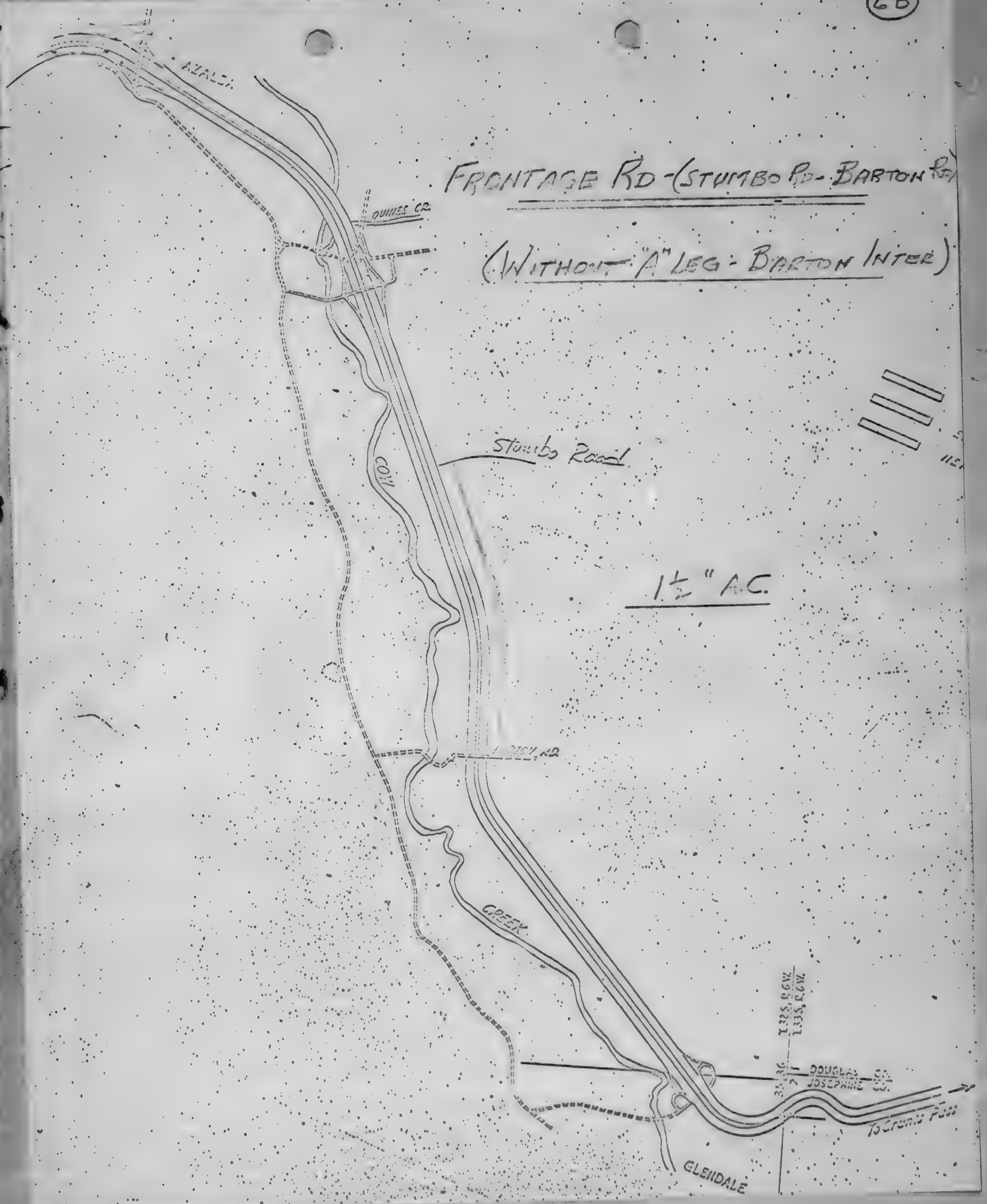
Total $ 103,618

(6B)

FRONTAGE RD - (STUMBO RD - BARTON RD

(WITHOUT "A" LEG - BARTON INTER)

1½" A.C.



~~HOT~~ 5330 CY

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section EAGLEA - GLENDALE JCT. Unit FRONTAGE RD. (STUMPO RD - BARTON RD)
Highway PACIFIC County DOUGLAS Prefix _____
Length _____ Designer _____ Draftsman _____ Date JAN. 10, 1965

(Alternate "A" Incl. BARTON RD)

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
DITCH EXC. - UNCLASS.	CY	230	17	187	2.75	514
GENERAL EXC. - UNCLASS.	"	19250	1925	21175	0.67	14187
TOPSOIL EXC. - UNCLASS.	"	430	40	470	2.75	1293
12" CMP	LIN FT	56	6	62	3.75	233
18" " "	"	572	62	640	5.00	3200
24" " "	"	76	10	86	9.00	768
36" " "	"	144	16	160	14.50	2320
18" CMP SIDE DRAIN	EACH	11	-	11	10.00	160
TYPE "D" MH	"	1	-	1	130.00	130
TYPE "CURB" MH	"	7	1	8	140.00	1120
12" CONC. IN PLACE CULV.	LIN FT	56	4	60	40.00	2400
UNCLASSIFIED EXCAVATION	CY	5036	564	6200	0.15	930
CL. 2 ROCK IN EMBANKMENT	CY	182	18	200	10.00	200
GUARD RAIL	LIN FT	1125	110	1235	2.50	3025
3/4" - 0" ST. IN PLACE	TON	4321	432	4753	1.60	7624
STONE BASE	TON	15343	1532	16875	1.50	25313
WATERING	M-GAL	321	32	353	3.00	1059
BITUMINOUS BASE MIXTURE	TON					
CONCRETE BITUMINOUS SURF. MIXT.	TON					
AGGREGATE FOR SURF. CT.	CU YD	146	14	160	5.00	800
ASPHALT FOR SURF. CT.	TON	23	2	25	50.00	1250
1/2" - 0" ST. FOR SURF. CT.	TON	1611	161	1772	4.00	7088
ASPHALT CEMENT FOR MIXT.	TON		18	90	37.00	3626
1/2" ASPH. CONC. MIXTURE	TON					
SURVEY MONUMENTS	EACH	-	-	3	500.00	1500

Total $ 78,571

(7)

"A" & "C" RAMPS (BARTON RD. INTER)

Dundas St.

Dundas Cr.

Stubbs Road

Creek

Ogden Rd

Creek

T.H.&B. R.W. L.H.&B. R.W.

Toronto Port

EXCESS 79,493 CY

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section [illegible] - Glendale Jct. Unit "A & C" Ramps (Barton Rd Inter.)
Highway [illegible] County Douglas Prefix _____
Length _____ Designer _____ Draftsman _____ Date JAN. 10 1963

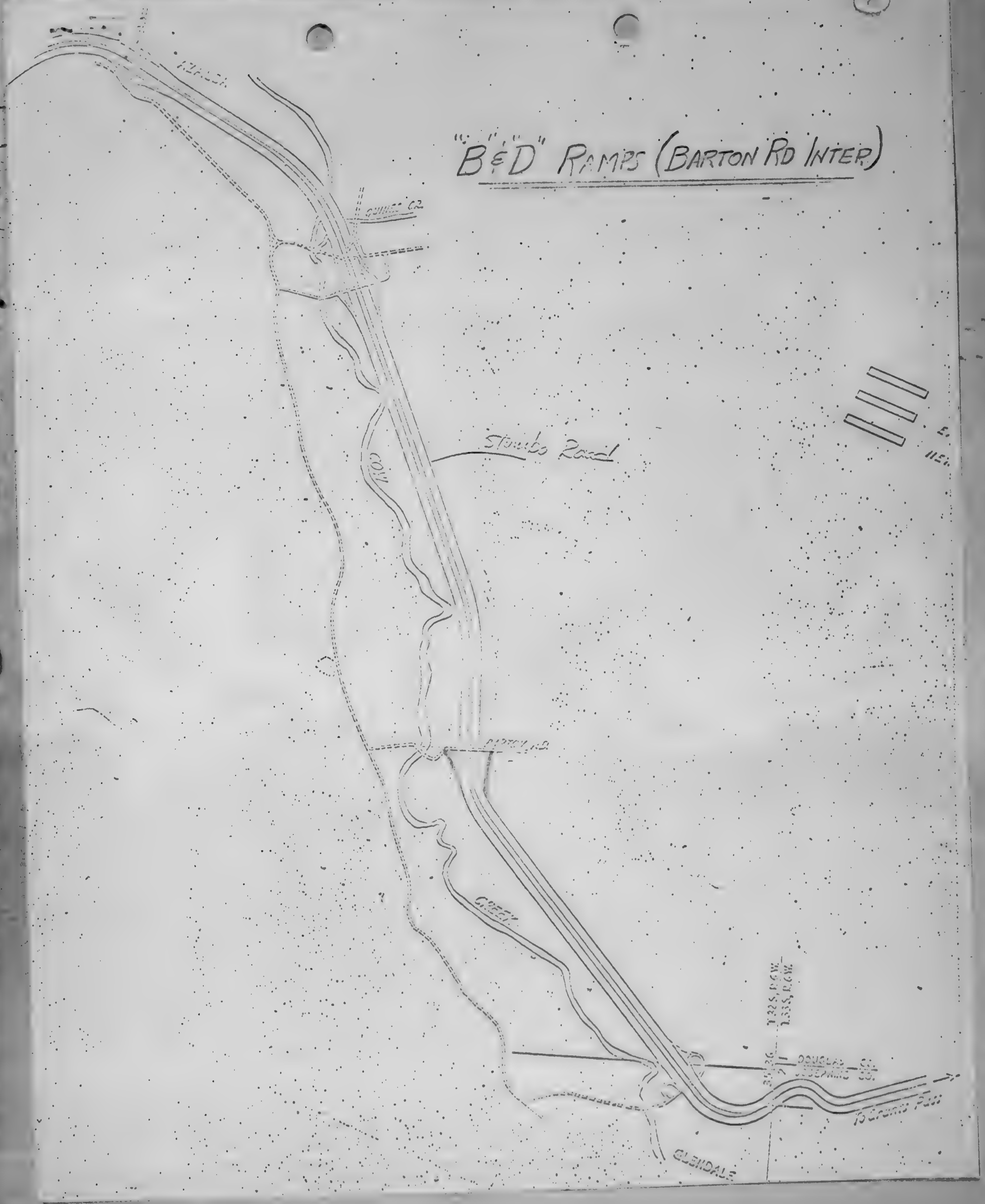
Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
[illegible]	C.Y.O					
[illegible] EXC Surface EXC Subgr	"	84,300	8430	92,730	0.67	62,129
[illegible]	"					
Guard Rail	Lin Ft	100	10	110	2.50	275
[illegible] Mat in Stone Leveling Co.	Ton	1279	131	1410	1.60	2256
Stone Base	Ton	9511	947	10460	1.50	15690
Watering	M-Gal	176	18	194	3.00	582
Bituminous Base Mixture	Ton	833	82	910	3.75	3413
Asphalt Bituminous Base Mixture	Ton	33	3	36	37.00	1332
Aggregate in Surface Course	Cu.Yd.					
Asphalt in Surface Course	Ton					
[illegible] Cl. "B"	Tons	1114	117	1285	4.00	5140
[illegible] Concrete Mixture	Tons	64	6	70	37.00	2590
Rock for Rock in Trench	Tons	1	-	1	75.00	75
Seeding - Mulching	Acre	4	-	4	500.00	2000

Total $ 95,462

~~52,500~~
42,962

"B" & "D" RAMPS (BARTON RD INTER)



SHORT 28,710 C.Y.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section [illegible] Unit "B&D" RAMPS - (BARTON RD. INTER.)
Highway [illegible] County DOUGLAS Prefix ____
Length ____ Designer ____ Draftsman ____ Date JAN. 10 19[illegible]

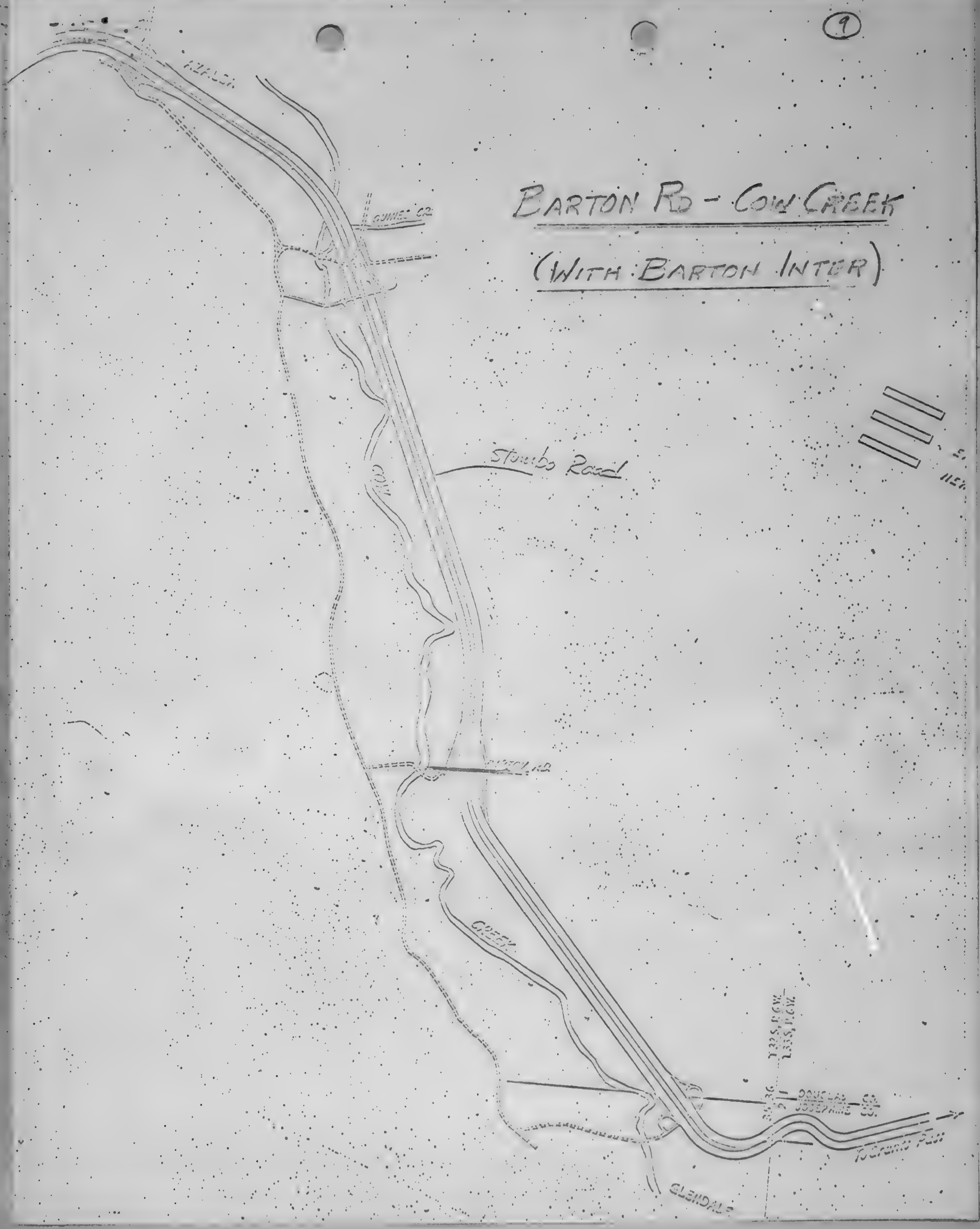
Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
[illegible]	CU YD					
[illegible] Exc. 5175 Emb 30,850	"	33,880	3388	37,268	0.67	24,970
[illegible]	"	75	8	83	2.75	228
18" Conc. Pipe	LIN FT	250	25	275	5.00	1375
Concrete Inlet Type G-2A	EACH	3	-	3	140.00	420
Cl. "A" Conc. in Box Culv	CU YD	115	5	50	60.00	3000
Reinforcement in Box Culv	LBS	7700	770	8470	0.15	1271
Guard Rail	LIN FT	650	70	720	2.50	1800
[illegible] Inst. Leveling Crs	TON	1224	122	1346	1.60	2154
[illegible]	TON	9128	912	10040	1.50	15060
Watering	M-GAL	169	17	186	3.00	558
Bituminous Base Mixture	TON	[illegible]	[illegible]	874	3.75	3278
[illegible] Bituminous Base Mixture	TON	31	3	35	37.00	1295
Aggregate in Place Cont	CU YD					
Aggregate in Place Cont	TON					
[illegible] Cl. "B"	TON	1110	111	1230	1.00	1230
[illegible] Mixture	TONS	62	6	68	37.00	2516
[illegible]	TONS	1	-	1	75.00	75
[illegible]	ACRE	1	-	1	500.00	500

Total $64,920

BARTON RD - COW CREEK

(WITH BARTON INTER)



EXCESS 13,300 C.Y.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

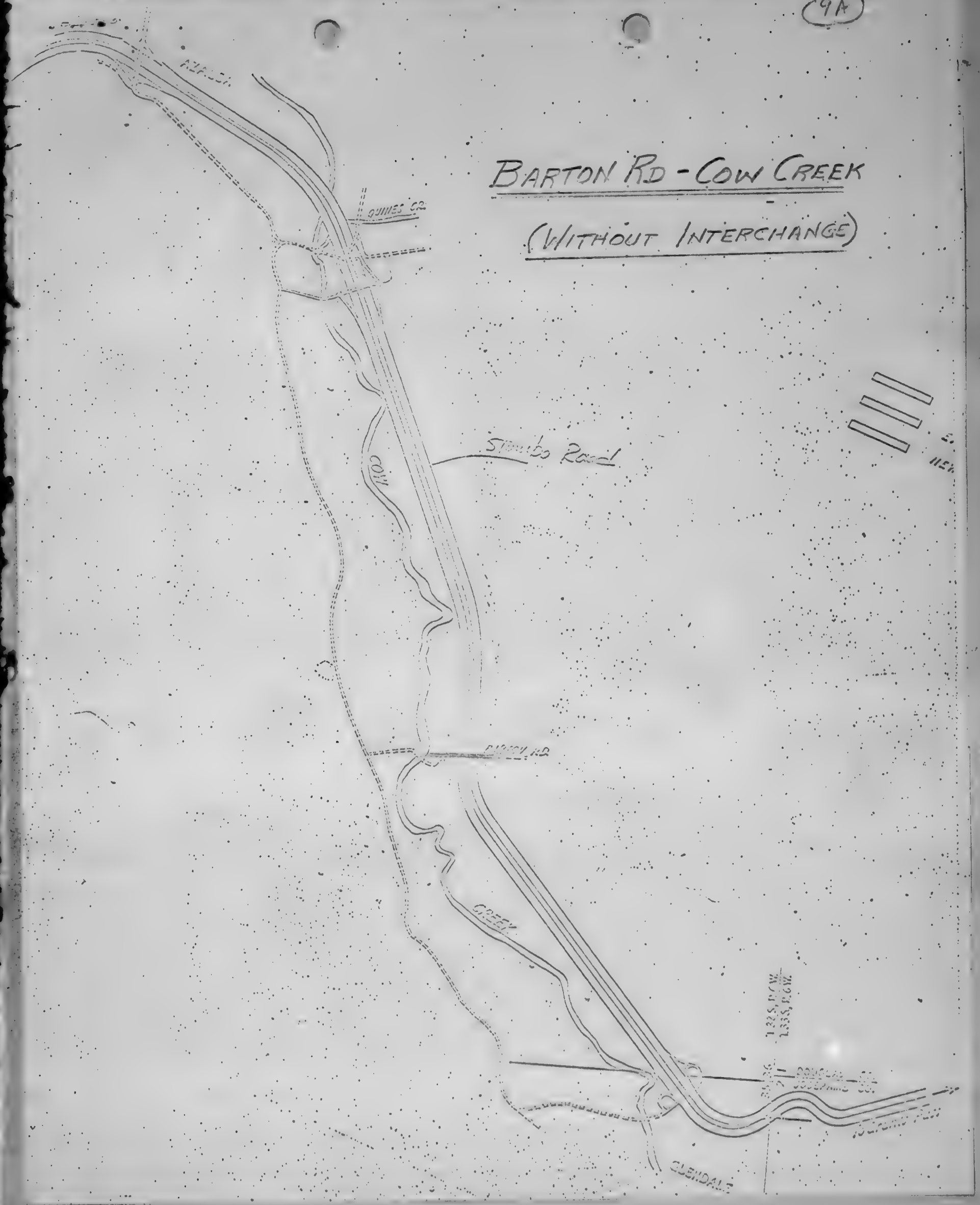
Section ANLP - GLENDALE JCT. Unit BARTON RD 1440-16+10 (WITH INTER)
Highway 1 PROJ County DOUGLAS Prefix
Length ____ Designer ____ Draftsman ____ Date JAN. 10 19 61

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
[illegible]	CU YD					
[illegible] Exc. 37500 Emb. 22,000	"	37,500	3750	41,250	0.67	27,638
[illegible]	"	22	2	24	2.75	66
12" CULV. PIPE	LIN FT	136	14	150	3.75	563
GUARD RAIL	LIN FT	600	60	660	2.50	1650
3/4" Min. Bituminous Leveling Course	TON	769	.77	845	1.60	1352
[illegible]	TON	3345	335	3680	1.50	5520
WATER	M-GAL	67	7	74	3.00	222
BITUMINOUS BASE MIXTURE	TON	191	.19	210	3.75	788
[illegible] BITUMINOUS BASE MIXTURE	TON	8	1	9	37.00	333
AGGREGATE FOR SEAL COAT	CU YD	15	2	17	5.00	85
ASPHALT FOR SEAL COAT	TON	2	-	2	50.00	100
[illegible] C.L. 5"	TONS	60	6	750	4.00	3000
[illegible]	TONS	38	4	42	37.00	1554
ROAD ASPHALT FOR TACK	TON	1	-	1	75.00	75
SEEDING & MULCHING	ACRE	1	-	1	500.00	500
STRUCTURE						95,000
				Total		132,141

BARTON RD - COW CREEK

(WITHOUT INTERCHANGE)



OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

~~Roadway~~ 16,350 C.Y.

Section ASHLAND - GLENDALE JCT. Unit BARTON RD. 1440-1610 (WITHOUT INTER.)
Highway PACIFIC County DOUGLAS Prefix
Length . Designer Draftsman Date JAN. 10, 1945

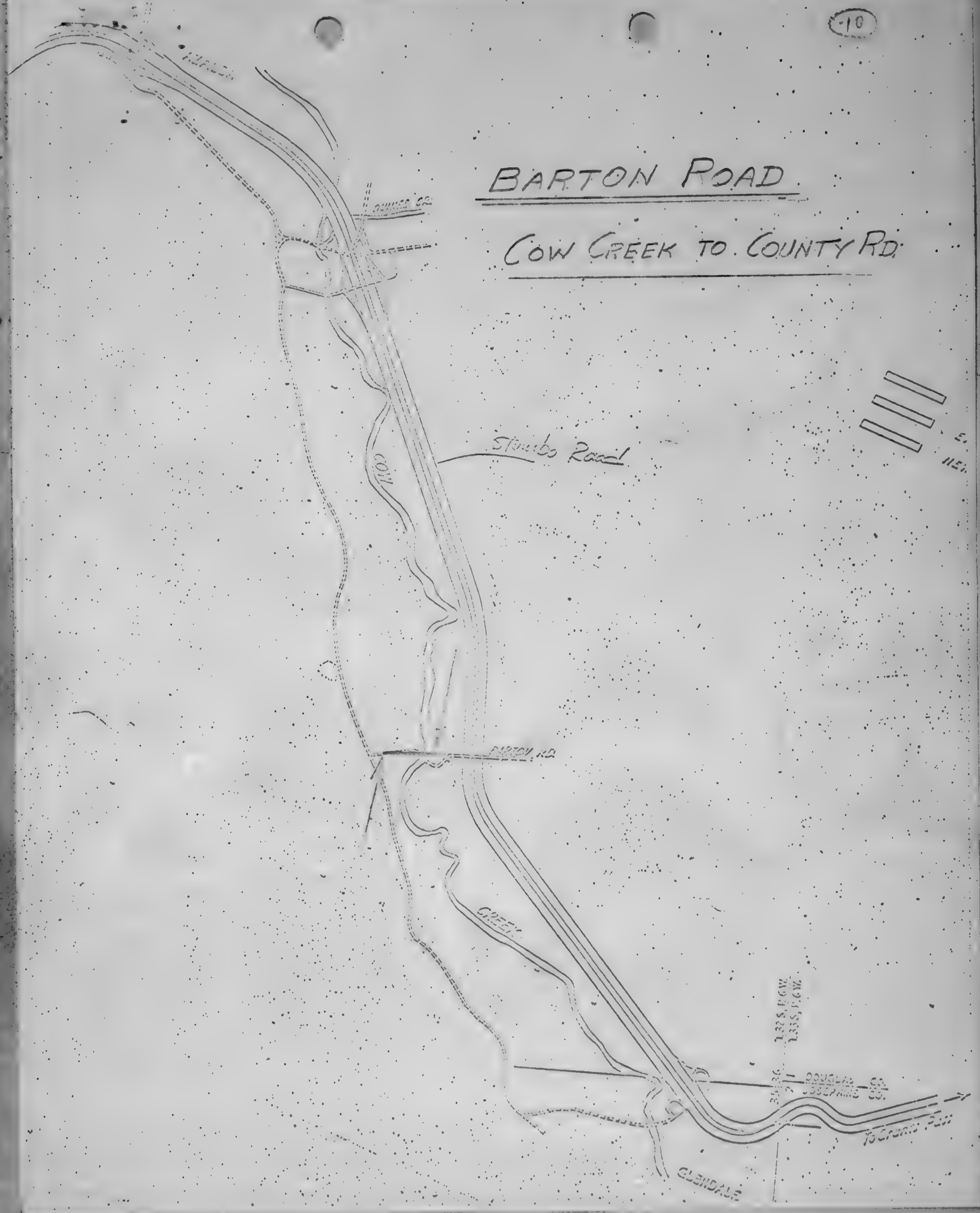
Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
[illegible]	CU.YD.					
[illegible]	"	36,700	3670	40,370	0.67	27,048
[illegible]	"	22	2	24	2.75	66
12" CULV. PIPE	LIN. FT.	130	14	150	3.75	563
GUARD RAIL	LIN. FT.	800	80	880	2.50	2200
3/4" - 0 ST. IN STOCK LEVELING CR.	TON	830	82	920	1.60	1472
SCENIC ROAD	TON	2335	235	2570	1.50	3855
WATERING	M-GAL	52	5	57	3.00	171
BITUMINOUS BASE MIXTURE	TON					
[illegible] BITUMINOUS BASE MIXTURE	TON					
AGGREGATE IN PRIME COAT	CU.YD.	23	2	25	5.00	125
ASPHALT IN PRIME COAT	TON	4	1	5	50.00	250
[illegible] CL. "B"	TON	692	68	760	4.00	3040
[illegible]	TON	30	4	42	37.00	1554
[illegible]	TON	1	—	1	7.00	75
[illegible]	ACRE	2	—	2	[illegible]	[illegible]
STRUCTU[illegible]						25,000
				Total		$ 134,419

-10

BARTON ROAD

COW CREEK TO COUNTY RD.



SHORT 15,400 CY

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheet

Section ASHLAND - CLEARDALE JCT. Unit BARTON RD - 16+10 - 23+50
Highway PACIFIC County DOUGLAS Prefix
Length ____ Designer ____ Draftsman ____ Date JAN. 10 1961

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
[illegible]	Cu Yd	22	2	24	2.75	66
[illegible] Incl. 14,000	Cu Yd	15,400	1540	16,940	0.67	11,350
[illegible]	Cu Yd	115	13	126	2.75	380
36" [illegible]	Lin Ft	23	23	253	11.50	2,900
Guard Rail		100	10	110	2.50	275
[illegible] Leveling Course	Ton	599	113	1120	1.60	672
[illegible]	Ton	1051	104	1155	1.50	1733
Watering	M-Gal	23	2	25	3.00	75
Bituminous Base Mixture	Ton					
[illegible] Bituminous Base Mixture	Ton					
Asphaltic Concrete Dense Grade	Cu. Yd.	10	1	11	5.00	55
Asphaltic Concrete Fine Grade	Ton	-	-	2	50.00	100
[illegible] Cl. "B"	Tons	31	31	342	11.00	3,762
[illegible] Mixture	Tons	17	2	19	37.00	703
[illegible]	Tons	1	-	1	75.00	75
[illegible] Mulching	Acre	1	-	1	500.00	500
						60,000
				Total		$ 81,021

FORM E-30X—60M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 3, 1964

SUBJECT: Barton Road-Quines Creek and Sunny Valley Areas
Pacific Highway
Douglas & Josephine Counties

To:

MEMO TO THE FILES

This date I was advised that the Regional office of the Bureau of Public Roads, in the person of Mr. Hugh Henry, Regional Design Engineer, wishes to go over the Quines Creek-Barton Road area "on the ground".

This is in reply to our request for full interchanges at both roads, rather than the split interchange as presently approved. I understand that Mr. Henry is not in favor of split interchanges, believing them to have a special danger in promoting wrong-way use of the off ramps, particularly in rural areas. I believe his intent is to reanalyze the area from Azalea to Glendale Junction with respect to interchanges. An "on the ground" inspection of the Sunny Valley Section is also proposed while he is in the area.

Division III has been notified that Mr. Henry expects to be in Roseburg around noon on Tuesday and will arrange to have someone from the division office available.

I have been advised that Mr. Shaw has indicated a tentative availability for the trip and that I should also plan on going.

A. D. Olson

NOTED
LLOYD P. SHAW

A. D. Olson
Urban Engineer

ADO:jp

cc: Lloyd P. Shaw

November 5, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Subject: Quines Creek-
Barton Road
Canyonville-
Josephine County Line
Pacific Highway-
Douglas County

Dear Sir:

Since reaching agreement on the split diamond pattern for the Quines Creek-Barton Road area, considerable agitation has occurred regarding the loss of direct access to and from the south to the Quines Creek area.

It is our feeling that property values and traffic data, as previously submitted to your office, provide adequate justification for full interchanges at both of these areas and that no traffic hazard would occur if full interchanges were provided at each place.

By eliminating the portion of frontage road between Quines Creek and Stumbo Road, which was necessary for the split diamond pattern but which could not be justified on the basis of reduction in property damages, and by reducing the surfacing and width on the frontage road from Stumbo Road to Barton Road (which can be justified) to 10's and 4's with an oil mat or minimum depth asphaltic concrete, the cost of two full interchanges is estimated to be $62,000 more than the split diamond interchange with the upgraded frontage road. This would give considerably better service to the Barton Road area than a full interchange at Quines Creek, the upgraded frontage road to Barton Road and the half interchange at Barton Road which has been estimated at approximately $50,000 more than the split diamond pattern.

Your early consideration of this matter is requested. A copy of a recent petition is enclosed for your information.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosure

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

ADO:jp bbc

RECEIVED
NOV 12 1964
FOR FILING

STATE COPY

NOV 3

32-10

Honorable Wayne Morse
United States Senate
Washington, D.C.

Dear Senator Morse:

This is in further reply to your communication of September 30 on behalf of Mr. Richard A. Derrig who protests the State's current proposal for exchange of traffic with Interstate Route 5 in the Quines Creek area of Douglas County, Oregon.

Interested residents of the Quines Creek Community have written directly to us enclosing a copy of a petition on the same subject. We are enclosing a copy of our reply explaining the need to provide traffic service to both the Quines Creek Road and Barton Road and that the completed facility, with connections to both roads, will provide for all traffic movements with no indirection of travel.

We appreciate Mr. Derrig's concern in the matter; however, we feel that with proper informational and directional signing, commercial and recreational facilities both in the Quines Creek Community and along Barton Road will benefit from the proposed construction.

If we can provide further information please let us know.

Sincerely yours,

Enclosure

Rex M. Whitton
Federal Highway Administrator

NOTIFY R.L. PORTER

Porter

RECEIVED
NOV 9 1964
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

NOV 8 [illegible]

32-10

Strobridge Realty
Quines Creek Branch
P. O. Box 244
Azalea, Oregon

Gentlemen:

We have received a copy of a petition signed by residents of the Quines Creek community in Douglas County, Oregon, protesting the State's current plan for traffic interchange with Interstate Route 5.

As a result of detailed studies of local traffic requirements along this segment of the Interstate route, the State determined that there was not sufficient traffic demand to warrant more than one interchange. This was tentatively planned for Quines Creek Road, and a separation structure was proposed at Barton Road with access to the Interstate route to be provided by a frontage road to the Quines Creek interchange.

Satisfactory access would be thereby provided residents of the Quines Creek community but Barton Road traffic would experience considerable indirection of travel. This proposal was objectional to both county officials and residents of the Barton Road area but, as mentioned above, there was not enough traffic to justify a separate interchange at Barton Road.

The State now proposes to split the interchange providing adequate facilities for the exchange of traffic not only at Quines Creek but also at Barton Road. This proposal is acceptable to the officials of Douglas County and will best and most economically serve the Quines Creek-Barton Road areas. The Bureau of Public Roads has advised the State that full Federal financial participation would be approved in such a plan. No indirection of travel will be experienced since any travel required on the frontage road will be in lieu of travel on the Interstate.

We have received an inquiry from Senator Wayne Morse on behalf of Mr. Richard A. Berrig of Azalea who expressed concern for the safety of logging trucks which would use the interchange. It should be noted that the design of the curves within the interchange area [illegible] in accordance with standards established by the American Association of State Highway Officials for trucks of comparable size, hence, no difficulty should be experienced.

more

We appreciate your interest and concern in the matter and are sending a copy of this letter to Senator Morse as part of our reply. You may be assured that the Bureau of Public Roads, in their concurrence with the State's current plan is not attempting to curtail service to the Quines Creek area but rather is trying to insure maximum local traffic service consistent with the funds available and the safe and efficient operation of the Interstate route.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

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NOV 9 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 6 1964

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1964

SUBJECT: Azalea - Josephine County Line Section
Pacific Highway
Douglas County

To: Mr. W. T. Wright
Right of Way Engineer
Office

Due to a revision of the Eakin Road connection to the Quines Creek Interchange, the following files have been revised and are being returned to your office today:

Files 36970, 36971, 36973, 36974 and 37140.

Frank D. Morgan
Construction Engineer

By

D. J. Barbee
Assistant Construction Engineer

FDB:ja

cc. Mr. L. P. Shaw

NOTED
LLOYD P. SHAW
RECEIVED
OCT 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 27 1964
FOR FILING

Salem, Oregon
October 26, 1964

Quines Creek

Mr. F. D. Morgan
Construction Engineer

Attention: D. J. Barbee

The attached copy of a petition to the BPR, Oregon State Highway Commission, Douglas County Court, and all others, outlines an impassioned appeal for a four-lane interchange at Quines Creek.

Please prepare material for submittal to the BPR supporting a request for two full interchanges, one at Quines Creek and the other at Barton Road with the minimum acceptable amount of construction as a frontal facility. In regard to this frontal road, I believe the connection from Barton Road to Stumbo Road is a must and is the cheapest alternate available.

In making your pitch to the Bureau, please stress the absolutely essential qualities of the Barton Road interchange in light of the local demand therefor. Make the addition of connection legs at Quines Creek a secondary element. If we must lose anything, I believe the loss of half the interchange at Quines Creek is less serious than all the interchange at Barton Road.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

[redacted]

Mr. Glen Jackson, Chairman
Oregon State Highway
Salem, Oregon

P.O. Box 6
Quines Creek Road
Glendale Ore.

Dear Sirs,

We, the undersigned, are sending a copy of this attached petition to the following people.

We would appreciate immediate action on this petition.

Honorable Governor of the State of Oregon
Mark O. Hatfield
Salem, Oregon

Mr. Glen Jackson, Chairman
Oregon State Highway
Salem, Oregon

Mr. Kenneth Fridley, Commissioner
Oregon State Highway
Salem, Oregon

Mr. David Simpson, Commissioner
Oregon State Highway
Salem, Oregon

Honorable V. T. Jackson, County Judge
Douglas County Court
Court House
Roseburg, Oregon

Mr. Ray Doerner, District Commissioner
Douglas County Court
Roseburg, Oregon

Mr. Elmer Metzger, District Commissioner
Douglas County Court
Roseburg, Oregon

Senator Wayne Morse
U. S. Senate Office Building
Washington, D. C.

Congressman Robert Duncan
Congressional Office Building
Washington, D. C.

Mr. Baird French, Regional Engineer
Bureau of Public Roads
222 S. W. Morrison
Portland, Oregon

Mr. Forrest Cooper
Chief Highway Engineer
Oregon State Highway Department
Salem, Oregon

[redacted]

OFFICE O.
STATE HIGHWAY ENGINEER

RECEIVED
OCT 23 1964
FOR FILING
I-5-3(47)12
1-C-11

Cross Referenced To:
Adm
Petitions
Long Acc

Barton
&
Quines

October 23, 1964

To the Signers of the Petition re
Quines Creek Road Interchange
c/o Post Office Box 6
Quines Creek Road
Glendale, Oregon

Ladies and Gentlemen:

This is to acknowledge receipt of a copy of a petition requesting a full interchange at the intersection of Quines Creek Road and Interstate Highway 5.

Your petition will become a part of this Department's official record on the subject and will have the attention of the Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe

Dear Sirs,

We, the undersigned, are sending a copy of this attached petition to the following people.

We would appreciate immediate action on this petition.

Honorable Governor of the State of Oregon
Mark O. Hatfield
Salem, Oregon

Mr. Glen Jackson, Chairman
Oregon State Highway
Salem, Oregon

Mr. Kenneth Fridley, Commissioner
Oregon State Highway
Salem, Oregon

Mr. David Simpson, Commissioner
Oregon State Highway
Salem, Oregon

Honorable V. T. Jackson, County Judge
Douglas County Court
Court House
Roseburg, Oregon

Mr. Ray Doerner, District Commissioner
Douglas County Court
Roseburg, Oregon

Mr. Elmer Metzger, District Commissioner
Douglas County Court
Roseburg, Oregon

Senator Wayne Morse
U. S. Senate Office Building
Washington, D. C.

Congressman Robert Duncan
Congressional Office Building
Washington, D. C.

Mr. Baird French, Regional Engineer
Bureau of Public Roads
222 S. W. Morrison
Portland, Oregon

Mr. Forrest Cooper
Chief Highway Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 2 1964
OREGON
STATE HIGHWAY COMMISSION

P E T I T I O N

TO: The United States Bureau of
Public Roads,
Oregon State Highway Commission,
Douglas County Court, and
All others it may concern:

WHEREAS, the undersigned persons are residents or property owners in the vicinity of the Quines Creek Community and Quines Creek Road in Douglas County, Oregon; and

WHEREAS, we are seriously concerned that the proposed new overpass, on-ramp and off-ramp to Interstate Highway No. 5, to be constructed in the immediate vicinity of the Quines Creek area will result in serious property damage and unnecessary inconvenience to residents and tourists unless proper provision is made for both exit from and entrance upon Interstate Highway 5; and

WHEREAS, we do earnestly desire that the United States Bureau of Public Roads and Oregon State Highway Commission should make adequate provision to avoid serious damage, inconvenience and discouragement to residents and tourists:

THEREFORE, We hereby petition the United States Bureau of Public Roads, the Oregon State Highway Commission, the Douglas County Court, and all other interested persons and officials as follows: we submit that the presently proposed overpass, on-ramp and off-ramp construction intended for the area within approximately 1,000 feet of the Quines Creek Road is inadequate, unnecessarily damaging and inconvenient to the surrounding properties because it does not, as we understand it, provide for any exit or off-ramp from U. S. Highway No. 5 for North-bound traffic and further, does not provide for an entrance or on-ramp to U. S. Highway No. 5 for South-bound traffic. We understand the present proposal to be that North-bound vehicles intending to exit from Interstate Highway No. 5 for the purpose of reaching the Quines Creek area must exit from the freeway two or three miles to the South of Quines Creek Road and use an access or frontage road. We further understand that vehicles in the Quines Creek area intending to enter upon the freeway to go South will have to travel South two or three miles on an access or frontage road before gaining access to the freeway.

WE SUBMIT THAT THE PRESENT PROPOSED PLAN IS SERIOUSLY DEFICIENT. WE RESPECTFULLY PETITION THAT THE PROPOSED OVERPASS CONSTRUCTION TO TAKE PLACE CLOSE BY THE QUINES CREEK AREA CONTAIN, AS AN INTEGRAL PART, DIRECT OFF-RAMPS AND ON-RAMPS TO THE FREEWAY FOR ALL VEHICLES GOING EITHER NORTH-BOUND OR SOUTH-BOUND; AND THAT IT BE UNNECESSARY FOR VEHICLES TO TRAVEL BY FRONTAGE OR ACCESS ROAD EITHER TO GET ON THE HIGHWAY TO GO SOUTH-BOUND OR TO GET TO QUINES CREEK FROM THE HIGHWAY WHEN NORTH-BOUND.

NAME	ADDRESS	PROPERTY OWNER (Yes or No)
[illegible]	[illegible]	No
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes
[illegible]	[illegible]	no
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes
[illegible]	[illegible]	No
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes
[illegible]	[illegible]	yes

RECEIVED
OCT 21 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

October 15, 1964

08-35.2-DB

Mr. B. M. French, Regional Engineer
Portland, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon I-5-2(22)68, Canyonville-Douglas County Line Section,
Pacific Highway - Quines Creek-Barton Road Interchange

Reference is made to Mr. Whitton's letter to Senator Morse, dated October 5, 1964, on which an endorsement by the Office of Engineering and Operations requested a report on the above subject matter. The following information is furnished to aid in the preparation of the report:

1. A full interchange was originally justified and planned at the Quines Creek location with a connection to the old highway on the westerly side of Cow Creek. The principal justification was to provide adequate service for a fire protective association guard station located in that area.

2. No interchange was originally planned for Barton Road, which is a county road crossing the present highway approximately three miles southerly from Quines Creek interchange.

3. Douglas County will not agree to closing Barton Road. Therefore, a separation structure at Barton Road plus a frontage road on the easterly side of the highway to Quines Creek interchange is necessary to furnish reasonably adequate service to the Barton Road area. Such construction would require out-of-direction travel for the residents of the Barton Road area desiring to travel southerly from that area. This proposal is objectionable to both the county officials and the residents of the area but is the maximum which can be justified for construction with Interstate funds.

4. The latest proposal by the State, and the one which apparently is very objectionable to Mr. Richard A. Derrig, is to split the interchange between Quines Creek and Barton Road. As proposed, the two southerly legs of the interchange

will be moved from Quines Creek to Barton Road. There will be substantially no difference in cost between this construction and that for constructing the full interchange at Quines Creek, frontage road from Quines Creek to Barton Road, and the separation structure at the latter location. Too, it will furnish the best service to the entire area inasmuch as southbound traffic from the Barton Road area will have access directly to the interstate highway at that point and northbound traffic can travel the frontage road to Quines Creek and have access to the northbound lanes of the highway at that point. Thus, no out-of-direction travel is required. Similar conditions will also prevail at Quines Creek where northbound traffic will have access directly to the highway at that point and southbound traffic from the area can travel southerly on the frontage road to the on-ramp at Barton Road. Again, no out-of-direction travel is required.

This latest proposal is acceptable to the county and will best and most economically serve the Quines Creek-Barton Road areas, and we have advised the State that we will approve the plan for full Federal participation in the cost thereof. A print of the planned split interchange is attached hereto.

It might well be added here that Mr. Derrig's contention that the logging industry will be affected adversely by the proposed split interchange is without factual basis, as no out-of-direction travel is imposed and the logging trucks safely negotiate the tight curves at other interchange areas and tighter curves on the timber access roads.

Mr. Sheppard, another resident of the Quines Creek vicinity, visited this office today and presented arguments as well as a petition signed by 134 people, favoring construction of a full interchange at Quines Creek. He was advised of the conditions existing in the area and the proposed solutions as above discussed.

RECEIVED
OCT 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

September 30, 1954

Mr. Richard A. Darvis
Box 654
Roseburg, Oregon

Dear Mr. Darvis:

This will acknowledge your letter and enclosures of September 28 in which you expressed concern over the proposed plans for the construction of a proposed Quines Creek highway interchange on Interstate 5 in Southern Douglas County.

In view of the fact that problems of this type are handled initially by the Oregon State Highway Commission, you have followed the correct procedure in corresponding with the Highway Commission and the Governor of Oregon. However, in order that I may overlook no opportunity to be of help in finding a solution of the problem you enlisted, I thought you would likely to know that I am taking up this matter immediately with the Bureau of Public Roads here in Washington, D. C. I am asking that thorough consideration be given to the points contained in your letters.

I should receive a report on this matter from the Bureau within a short time and as soon as the report arrives, I shall write to you again.

With kindest regards,

Sincerely,

Wayne Morse

WM:cb
bcc: Mr. Rex Whitton, Federal Highway Administrator

Strobridge Realty

NORTH MAIN STREET

BOX 2

Riddle, Oregon

AZALEA BRANCH

BOX 244

AZALEA, OREGON

PH. 837-5417

RES. 837-5581

AREA CODE 503

PH. 874-2331

RES. 874-2318

AREA CODE 503

Azalea, Ore.
Sept. 24, 1964

The Honorable Wayne Morse
The United States Senate
Washington, D. C.

Dear Sir:

Enclosed are copies of four letters, one to Mr. Cox of the Oregon Highway Commission, two to Mr. Metzger of the Douglas County Court, and one to Governor Hatfield. I believe the letters are self explanatory.

As you will note in the accompanying letters my question has to do with changes in construction plans for an interchange in Southern Douglas County. Without going into further tedious details, I am saying that the Quines Creek Interchange as now planned will be a handicap, not a help, to this end of the county. I further do not hesitate to say that the traffic pattern will pose unnecessary hazards to public safety, particularly during the periods when EIK timber is being logged.

Without doubt this interchange will have to be rebuilt in the near future at much greater cost. It might as well be built as originally designed by competent engineers; they had eliminated the hazards and provided for a smooth traffic flow.

I hope you can inspire someone in authority to use some common sense and do this job right.

I am a Democratic precinct committeeman and suppose I should first have requested advice of County Chairman, Dr. Bee. I am afraid, however, that at any time these new plans might be frozen thus making remedy almost impossible.

Respectfully,

Richard A. Derrig

Richard A. Derrig
Box 244, Azalea, Ore.

RAD/d
Encls.

p.19189

WM. B. STROBRIDGE, Broker
Ph. 874-2331
Res. 874-2518
Area Code - 503

Strobridge Realty

NORTH MAIN STREET
BOX 2
Riddle, Oregon

QUINES CREEK BRANCH
RICHARD A. DERRIG, Mgr.
BOX 244
AZALEA, OREGON

Ph. 837-5077
Res. 837-3585
Area Code 503

Highway

Azalea, Oregon
Sept. 24, 1964

Governor Mark Hatfield
State House
Salem, Oregon

Dear Governor Hatfield:

Enclosed is a copy of a letter to Mr. Cy Cox of the State Highway Commission, and a copy of each of two letters written to Mr. Metzger of the Douglas County Court. They will explain themselves, I believe. None of the letters has been acknowledged.

I'd like to stress that my complaint is that someone tinkered with plans for an interchange which had been drawn up by highway commission engineers. These plans were exhibited at a public hearing in Roseburg and achieved a high degree of acceptance. Now there has been a drastic change and the result is, I'm sorry to say, a fearful mess.

Numerous residents of this area have suggested petitioning the responsible agencies for a review of this matter. But I feel that responsible officials, by their position, should realize that petitions shouldn't be necessary when you are addressing yourself to mature men. And I'm afraid that a petition would be studied until it is too late to remedy the defects.

I am writing Senator Morse a similar letter, too, because of the impenetrable silence encountered at the local level. And with so much of the construction cost a Federal responsibility I would hope that someone in charge would agree that this job should be done right the first time around.

Respectfully,

Richard A. Derrig
Box 244, Azalea, Ore.

Encls.
cc: D. R. Metzger

GENERAL INSURANCE

Azalea, re.
Sept. 23, 1964

P. Elmer Metzger
Douglas County Court
Court House, Roseburg, Ore.

Dear P. Elmer:

Since writing my unacknowledged letter to you Sept. 14 we have discovered a few facts which might be of concern to anyone interested in the people and the future of Southern Douglas County.

There are 120 residents in the Quines Creek area alone who will be subjected to an awkward and hazardous traffic pattern if the Quines Creek interchange is built according to the present radically altered plans.

In this same area there are 43 residences on lots or small acreages, 4 businesses, and 20 ranches or substantial acreages--not including plain logged off land. All of these properties will suffer a marked reduction in value.

Most important from the economic standpoint is the timber. The Quines Creek and tributary basins contain upwards of 120 million board feet of DFL timber. This means something in excess of 22,000 loads of logs to pilot around the tight curves either here or at Barton Road. And after viewing the revised engineers' plans yesterday for the first time I would have to say that the Quines Creek-Takin Road access northbound to the freeway is a pretty horrible thing to contemplate.

It seems rather sad that anyone should be permitted to take the work of the competent Highway Commission engineers and build in impediments to the lumbering industry, and hazards for the general public.

Just a few days ago the press carried a story of a $24 million windfall available for highway construction. Honestly, don't you think it would be possible to divert enough of that money to this area so that we can have a modern, safe interchange?

Yours very truly,

Richard A. Derrig
Box 244, Azalea, Ore.

RAD/d

COPY COPY COPY

Amalon, Ore.
Sept. 14, 1964

Mr. Cy Cox
County-City Relations Officer
State Highway Commission
Salem, Ore.

Dear Mr. Cox:

I learned, almost by accident, that the Highway Commission has revised its plans for the Quines Creek Interchange on Interstate 5 in Southern Douglas County. I would hope that the plans exhibited in Roseburg at the public hearing would be reviewed again and found to be in the best interests of the public.

Our information is that a frontage road will connect the Quines Creek Interchange with Barton Road Overpass--which is fine. Also that two legs of an Interchange will be added to Barton Overpass--also fine. But is it necessary to emasculate Quines Creek Interchange? Certainly the modest cost of retaining the two Westerly legs, providing the full interchange, would preserve and enhance taxable values now and in the future.

The original plans were conducive to development along the Freeway and at the same time provided a reasonable outlet for the extensive timber of the Quines Creek basin. This new plan is the death knell for a small community and a distinct handicap to a substantial timber reserve.

I think it goes without saying that the residents and property owners of the affected area could well be officially advised by the highway department, in the interests of fairness, that the plans exhibited in Roseburg have been altered beyond recognition.

Yours very truly,

cc:Douglas County Court

RAD/d

Richard A. Durrig
Box 344, Amalon, Ore.

COPY COPY COPY

Azalea, Ore.
Sept. 14, 1964

Mr. Elmer Metzger
Douglas County Court
Court House
Roseburg, Ore.

Dear Mr. Metzger:

Yesterday I had a brief conversation with Mr. Deerner regarding the drastically revised plans for the Quines Creek Interchange. The enclosed copy of a letter to Mr. Cox of the highway commission is a product of that conversation.

I should like to add that investment money has been waiting with the expectation that fruitful opportunities would develop as the highway program got under way. With the proposed changes, rather than an increase in assessed valuation in this area, there will be a precipitous decline; and the beneficiary will be Wolf Creek, in Josephine County. Plans for major truck stops are already taking shape in Wolf Creek as a result of this unfortunate, and unannounced, action.

As a suggestion, it would be economically much better to forget the Cow Creek bridge and connecting road to Old Highway 99 and complete the interchange instead. This would result in minor inconvenience but it wouldn't literally kill the whole area. In fact, it is difficult to think of a way to inconvenience more people and stultify a promising area more effectively than this new, arbitrary plan. A good interchange would be a more productive source of income than a Galesville dam--at a cost less than the investment in one service station.

If you feel that you would rather not pursue this matter I would appreciate your so advising me so that interested people here can take action through the courts, Gov. Hatfield, Senator Morse, Dept. of Commerce, or whatever agency that can be found which will admit a responsibility.

Yours very truly,

Richard A. Derrig
Box 344, Azalea, Ore.

RAD/d
Encl.

RECEIVED
OCT 8 - 1964
FORTUNE

10-8-64

filed

We feel the closure of the Barton Road access to the freeway is not only going to cause the people of that immediate area unnecessary inconvience but is also going to work a hardship on all the people living in the Fortune Branch area, the old and the new highways, surrounding communities and the tourists.

We the undersigned feel the state and Federal Governments should build either an on and off leg to the freeway or an interchange at the Barton Road crossing..

Alice M. Allen
Leo G. Allen
Dennie G. Allen
L M Allen
E L Redfield
Margaret L. Redfield
Edith J. Rudolph
Wanda N. Whitehead
Robert L. Whitehead
Vineta Elliott
James R. Elliott
Paulla Brown
Melvin W. Chadwick
Harold Chapter
Marian M. Owens
Andrew L Owens
Mrs Margaret Pierson
George Pierson
Zrayda M Ford
Ralph C Morris
Margaret J Morris
Ralph C. Hurst

Dorothy L. Hurst
Charles L. Smith Jr.
Zeta M. Smith
Chester A Smith Sr
Orlena P. Smith
Mrs Lola E Wyant
William Wyant
Wilbur L. Hubbard
Mary J. Hubbard
Carl E Ford
Jay L Martin
J. M. Martin
Helen Long
Calvin Long
Beverly Hoelkiser
Donald E. Hoelkiser
C B Long
Irene S. Long
James C. McClellan
Bernice L. McClellan
Edna La Branch
J. E. La Branch
Edith Martin

XERO COPY

Original Copy To A. Olson
10-8-64

NOTED
LLOYD P. SHAW

RECEIVED
OCT 15 1964
FOR FILING
(3.3.5(47).1)
(3.5.78)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1964

SUBJECT: Azalea - Josephine County Line Section
Pacific Highway
Douglas County

To: Mr. W. T. Wright
Right of Way Engineer
Office

Due to the objectionable conditions contained in the options for Parcels 2 and 3 of File 37002, please cancel these two parcels and also Parcel 3 of File 37001 and Parcel 2 of File 36998 which are adjacent.

This is a gravel source area on Cow Creek right of Station 430.

Also, if Parcel 2 of File 36978 cannot be obtained without these similar conditions, please do not acquire.

This parcel is a gravel source on Cow Creek right of Station 200.

Parcel 2 of File 36997, Parcel 2 of File 36994, Files 37007, 37008 and 37009 should not be acquired unless they can be obtained with no objectionable conditions. However, any of these Files that can be obtained without restrictions and which would give us a contiguous source adjacent to the Douglas County File, should be acquired. We will require File 37010 (Douglas County) as it lies adjacent to an existing State gravel source.

These files are along Cow Creek in the Barton Road vicinity.

The conditions that are objectionable are those holding the State liable for changing the stream flow, erosion, damage to existing rip-rap or any conditions that could also occur naturally.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

RECEIVED
OCT 16
OFFICE OF
STATE HIGHWAY ENGINEER

FOS:ja

cc. Mr. L. P. Shaw
Mr. L. R. Chandler

RECEIVED
OCT 12 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

October 6, 1964

Mr. R. L. Winkelman
Box 27
Glendale, Oregon

Dear Mr. Winkelman:

Receipt is acknowledged of the undated petition, signed by yourself and other residents of the area, relative to the proposed construction of the interstate highway in the vicinity of Barton Road.

A copy of the petition has been furnished to the State Highway Department, which has the primary responsibility for the location, design, and construction of the new facility, and I can confidently assure you it will receive proper consideration by the officials of that department.

Thank you, and the other petitioners, for your interest in the development of the new highway.

Very truly yours,
Original signed by
A. W. Parsons
Div. Engineer
A. W. Parsons
Division Engineer

RECEIVED
OCT 7 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 5 - 1964
FOR FILING
I 82(47)13
6694

October 5, 1964

Mr. Richard A. Derrig
Box 244
Azalea, Oregon

Dear Mr. Derrig:

This acknowledges your letter of September 14 which was directed to H. S. Cox, County and City Engineer, and forwarded to this office.

Your letter refers to the original plan for the freeway in the vicinity of Quines Creek and expresses your hope that this plan may be adopted as final. The plans which were presented at the hearing were roughly approximate only and as was explained at the hearing, the question under consideration that day was the acceptability of a route, not the facilities to be provided on a point-to-point basis.

The development of final plans under which the local facilities are decided includes presentation to the County Court for its approval before used for award of contract. The County's approval of an installation at Barton Road and Quines Creek will be sought prior to advertising of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:a;jw

cc Forrest Cooper
R. L. Porter
H. S. Cox

Hwy #1, Douglas
Thomas
Canyonville - Grayback Co Line

Strobridge Realty

NORTH MAIN STREET
BOX 2
Riddle, Oregon

WM. D. STROBRIDGE, Broker
Ph. 874-2331
Res. 874-2518
Area Code • 503

QUINES CREEK BRANCH
RICHARD A. DERRIG, Mgr.
BOX 244
AZALEA, OREGON
Ph. 837-5417 5461
Res. 837-5585
Area Code • 503

RECEIVED
SEP 15 1964
ENGINEER
COUNTY & CITY DIVISION

Azalea, Ore.
Sept. 14, 1964

Mr. Cy Cox
County-City Relations Officer
State Highway Commission
Salem, Ore.

Dear Mr. Cox:

I learned, almost by accident, that the Highway Commission has revised its plans for the Quines Creek Interchange on Interstate 5 in Southern Douglas County. I would hope that the plans exhibited in Roseburg at the public hearing would be reviewed again and found to be in the best interests of the public.

Our information is that a frontage road will connect the Quines Creek Interchange with Barton Road Overpass--which is fine. Also that two legs of an Interchange will be added to Barton Overpass--also fine. But is it necessary to emasculate Quines Creek Interchange? Certainly the modest cost of retaining the two Westerly legs, providing the full interchange, would preserve and enhance taxable values now and in the future.

The original plans were conducive to development along the Freeway and at the same time provided a reasonable outlet for the extensive timber of the Quines Creek basin. This new plan is the death knell for a small community and a distinct handicap to a substantial timber reserve.

I think it goes without saying that the residents ... property owners of the affected area could well be officially advised by the highway department, in the interests of fairness, that the plans exhibited in Roseburg have been altered beyond recognition.

Yours very truly,

Richard A. Derrig

Richard A. Derrig
Box 244, Azalea, Ore.

cc: Douglas County Court

RAD/d

Copy to L.P.Shaw
9-15-64

GENERAL INSURANCE

WM. B. STROBRIDGE, Broker
Ph. 874-2331
Res. 874-2518
Area Code - 503

Strobridge Realty

NORTH MAIN STREET
BOX 2
Riddle, Oregon

QUINES CREEK BRANCH
RICHARD A. DERRIG, Mgr.
BOX 244
AZALEA, OREGON
Ph. 837-5437
Res. 837-5585
Area Code - 503

Azalea, Ore.
Sept. 14, 1964

Mr. Elmer Metzger
Douglas County Court
Court House
Roseburg, Ore.

Dear Mr. Metzger:

Yesterday I had a brief conversation with Mr. Doerner regarding the drastically revised plans for the Quines Creek Interchange. The enclosed copy of a letter to Mr. Cox of the highway commission is a product of that conversation.

I should like to add that investment money has been waiting with the expectation that fruitful opportunities would develop as the highway program got under way. With the proposed changes, rather than an increase in assessed valuation in this area, there will be a precipitous decline; and the beneficiary will be Wolf Creek, in Josephine County. Plans for major truck stops are already taking shape in Wolf Creek as a result of this unfortunate, and unannounced, action.

As a suggestion, it would be economically much better to forget the Cow Creek bridge and connecting road to Old Highway 99 and complete the interchange instead. This would result in minor inconvenience but it wouldn't literally kill the whole area. In fact, it is difficult to think of a way to inconvenience more people and stultify a promising area more effectively than this new, arbitrary plan. A good interchange would be a more productive source of income than a Galesville dam--at a cost less than the investment in one service station.

If you feel that you would rather not pursue this matter I would appreciate your so advising me so that interested people here can take action through the courts, Gov. Hatfield, Senator Morse, Dept. of Commerce, or whatever agency that can be found which will admit a responsibility.

Yours very truly,
Richard A. Derrig
Richard A. Derrig
Box 244, Azalea, Ore.

RAD/d
Encl.

GENERAL INSURANCE

RECEIVED
OCT 5 - 1964
FOR FILING

October 2, 1964

Mr. Warne Hunn
Executive Assistant
Executive Department
State Capitol
Salem, Oregon 97310

Dear Mr. Hunn:

Attached is a suggested reply for the Governor's consideration to Mr. Richard A. Derrig of Azalea.

Mr. Derrig is complaining because it was originally hoped to build complete interchanges at Quines Creek Road and at Barton Road. We have not been able to secure Bureau of Public Roads approval for both interchanges and the best solution that we can get the Bureau people to go with is a so-called split diamond-type facility. This means that a northbound off ramp would be provided at Barton Road with the on ramp at Quines Creek Road. The two areas would be connected by a frontage or service road. Southbound traffic would go through a reverse procedure, with an off ramp at Quines Creek Road and an on ramp at Barton Road. Barton Road and Quines Creek Road are about two and one-half miles apart.

If a full interchange is provided at Quines Creek Road, it will not be possible to provide any interchange at Barton Road and people in that area would have to travel two and one-half miles out of direction to even enter the freeway.

We do not, as yet, have the concurrence of the Douglas County Court in the split interchange. However, we believe it may be the best design that the Bureau of Public Roads will approve.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attachment

cc Forrest Cooper
Lloyd P. Shaw
Victor D. Wolfe

RLP:ms bbc

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
October 2, 1964

Mr. Richard A. Derrig
Post Office Box 244
Azalea, Oregon

Dear Mr. Derrig:

Thank you for your September 24 letter relative to the contemplated traffic interchanges that will be constructed in connection with the conversion of the Pacific Highway to an Interstate freeway in southern Douglas County.

I find that the Highway Department has been negotiating with the Federal Bureau of Public Roads on this problem for some months. Initially, the Bureau would not approve any interchange at Barton Road and, because of this, the existing county road system would become disrupted. In further considering the matter, it was possible to get the Bureau to go along with what is known as a split diamond interchange; that is, two ramps at Quines Creek Road and two ramps at Barton Road, with connecting frontage roads. This is the latest design under consideration and I believe it is the one to which you object.

I think you are aware that the Interstate Highway System in Oregon is financed 92 per cent from Federal taxation. Construction features and all items of design must be approved by the Federal Government

but you may be assured that your Highway Department will exert all means at its disposal to see that a final plan is developed that will best serve the local area and still meet Bureau of Public Roads' regulations.

cc Forrest Cooper
Lloyd P. Shaw
Victor D. Wolfe

RLP:ms bbc

RECEIVED
SEP 28 1964
FOR FILING

I 5.147:2

359

September 25, 1964

Mr. and Mrs. Lee G. Allen
Highway 99 North, Box 26
Glendale, Oregon

Dear Mr. and Mrs. Allen:

The plan showing the interchange pattern at Barton Road, mentioned in your letter of September 23, was mailed to you in a separate package and not attached to the letter which you received. We assume that in some manner it was delayed in reaching you and that by this time, you have received it.

In the event it has not reached you, please let us know and we will send you another copy.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

Hwy. 99W. Box 6
Glendale, Ore.
Sept. 23, 1964

Mr. Forrest Cooper
State Hwy. Dept.
Salem, Ore.

Dear Sir:

Thank you very much for the letter saying that we are getting a "Split-Diamond" at Barton Rd. You must have forgotten to enclose the preliminary sheet that you said you would enclose. We would still be interested in having it.

Very Sincerely.

Leo G. & Alice M. Allen

RECEIVED
SEP 24 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 23 1964
FOR FILING

Comer
RIH
Pacific Hwy 1

259

September 22, 1964

Mr. and Mrs. Leo G. Allen
Highway 99 North, Box 26
Glendale, Oregon

Re: Barton Road
Ashlen-Josephine County Line
Pacific Highway
Douglas County

Dear Mr. and Mrs. Allen:

Further reference is made to your letter of April 17 relative to an interchange at Barton Road. We have just had approval from the Bureau of Public Roads to build a "split-diamond" interchange at Quines Creek and Barton Road as shown on the enclosed preliminary layout sheet.

This will allow movements both ways from each area through use of the frontage road and the ramps at each end, as well as providing access to properties along the frontage road. (The frontage road was originally to run only from Stumbo Road to Barton Road.)

We are sorry this has taken so long to bring to a conclusion but believe the improvement in service to the Barton Road area, over that which was previously approved, more than justifies the time and effort.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Attachment
cc Forrest Cooper
R. L. Porter
F. D. Morgan

ADO:ra: ajw

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 8, 1964

Mr. and Mrs. Leo G. Allen
Highway 99 North, Box 26
Glendale, Oregon

Re: Barton Road
Azalea-Josephine County Line
Pacific Highway
Douglas County

Dear Mr. and Mrs. Allen:

I am replying to your letter of April 17 in which you request a full interchange at the intersection of Barton Road.

We have considered the installation of an interchange at this point but due to financing of the Interstate Freeway System as set up by Federal Law, it must be shown that such a plan is justified economically. It appears that this justification may be very difficult to document and consideration to some other treatment of this area may be indicated.

At the present time, there has been no definite decision made and we have not completely given up the possibility of an interchange along the lines which you request. We will have more information on this matter in perhaps a month or six weeks. If you care to contact us again, we will be glad to bring you up to date on our plans in this area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Lloyd P. Shaw
Lloyd P. Shaw
Assistant State Highway Engineer

RECEIVED 10
By Construction Engineer

LPS:ajw

We would appreciate hearing the decision as soon as it is made. Thank you, Alice M. Allen

"A" 158+08.51 P.O.T.
"L" 158+08.51 P.O.T (12'Lt.)

AZALEA INTER. 1.6 MILES

1000' Accel.

55' R

55'

160' Sp.

QUINES CREEK ROAD

"C" 160+25.82 P.O.T.
"L" 160+25.82 P.O.T (12'Rt.)

160

"A" 161+80.27 P.S.

"C" 162+10.82 P.S.

200' Sp.

240' Sp.

"C" 164+10.82 P.S.C.

"C" 164+60.82 P.C.S.

165

QUINES CRE

16' C

275' Sp.

75' R

275' Sp.

75' R

55' R

240' Sp.

"E" 13+15.03 P.O.T.

L^N 169+75.00 P.O.T.

L^N LINE

PACIFIC

EXISTING

30' x 32' Str.

L^S LINE

"E" 14+65.03 P.O.T.

L^S 169+75.00 P.O.T.

200' Sp.

"E" 16+80.03 P.C.

22'

55' R

55' R

"166+60.82 P.T.

E 20'

CREEK INTERCHANGE

200' Sp.

12° Δ

200' Sp.

TO BARTON ROAD INTERCHANGE
2.6 MILES

S69°16'W

HIGHWAY

175

180

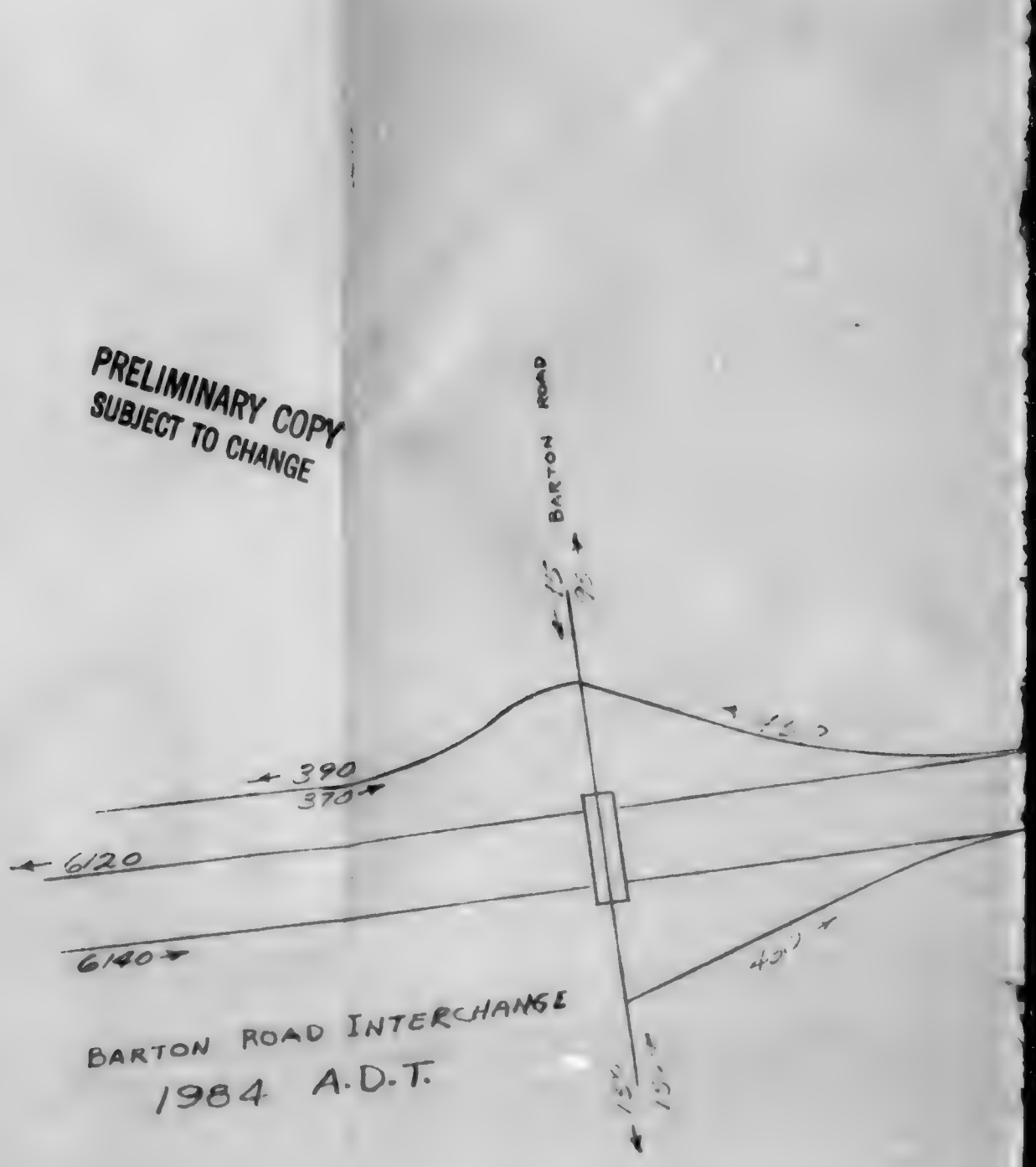
79.93

CANYONVILLE-JOSEPHINE CO. LINE
Pacific Highway
Douglas County

FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	

Standard Interchange Layout Sh

PRELIMINARY COPY
SUBJECT TO CHANGE



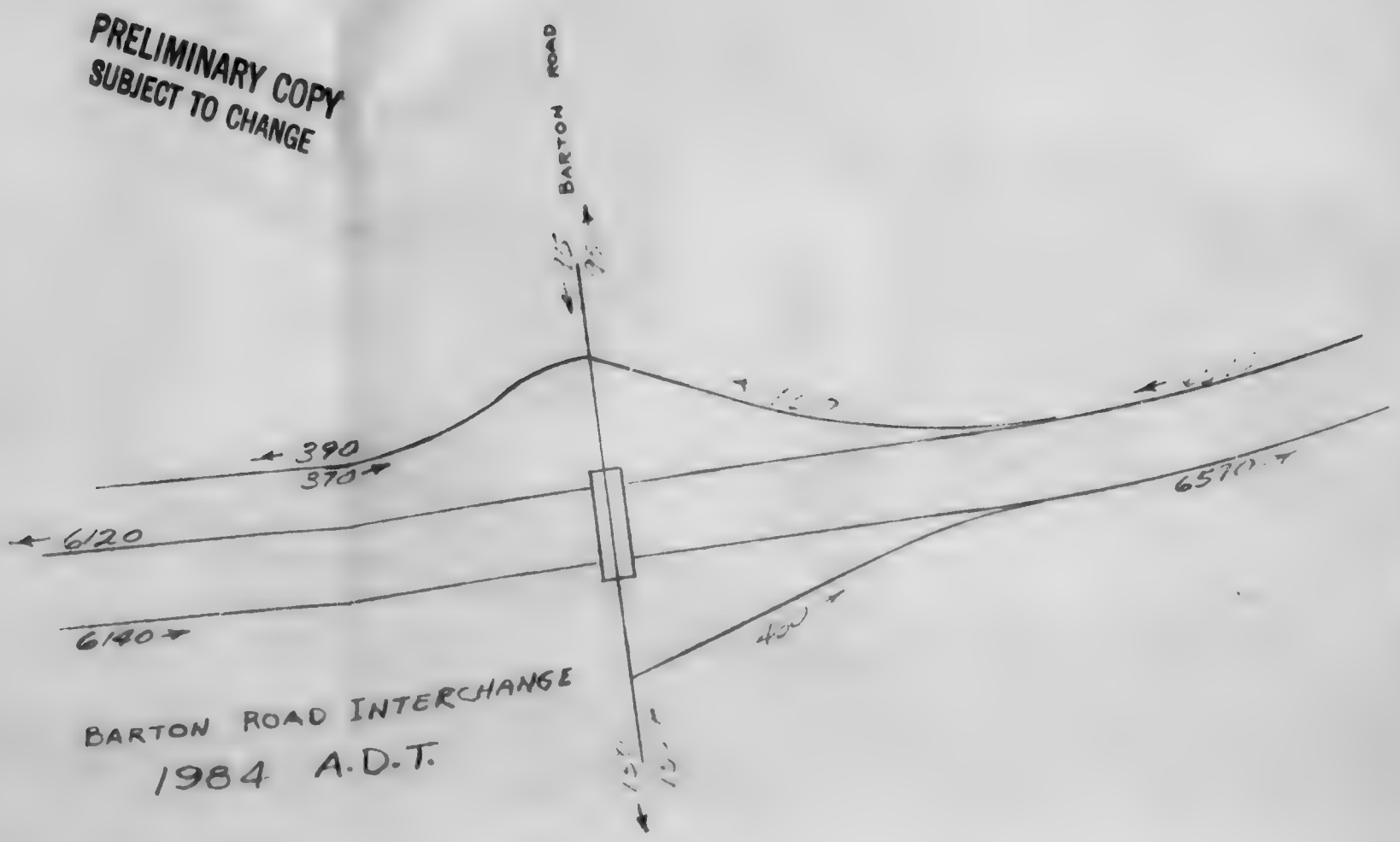
BARTON ROAD INTERCHANGE
1984 A.D.T.

P.S.C.

CANYONVILLE-JOSEPHINE CO. LINE SECT. Pacific Highway Douglas County				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet

PRELIMINARY COPY
SUBJECT TO CHANGE



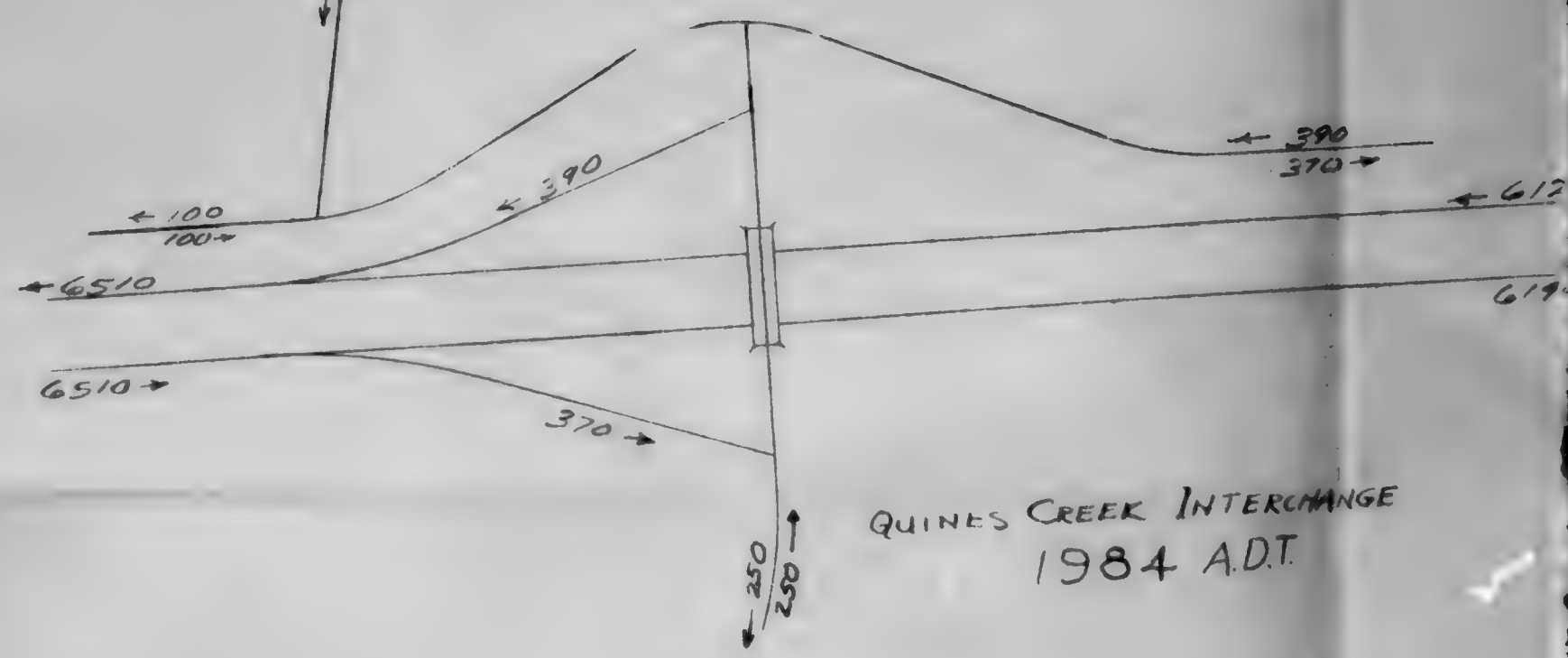
BARTON ROAD INTERCHANGE
1984 A.D.T.

"C"161
"C"161

"C"162

"C"164
"C"164

PRELIMINARY COPY
SUBJECT TO CHANGE



QUINES CREEK INTERCHANGE
1984 A.D.T.

C 166+60.8

E 204+25.03 P.T.

COW

CREEK

30 x 183 SLC

2.6 MILES

TO QUINES CREEK INTERCHAN

6120

6140

S 89°58

EXISTING

HANGE

Road

PRELIMINARY COPY
SUBJECT TO CHANGE

BARTON ROAD

BR 3+44.26 P.T.
FR 320+79.93
FR 318+92.44 P.C.
FR 316+55.94 P.C.
55 R
30' C
16' C
LS 321+68.45 P.S.
MILES
CREEK INTERCHANGE
S 89°58'30" W
LN 320+43.19 P.S.
320
30' x 292' Str.
22'
4' C
20
PRELIMINARY COPY
SUBJECT TO CHANGE
ON ROAD INTERCHANGE

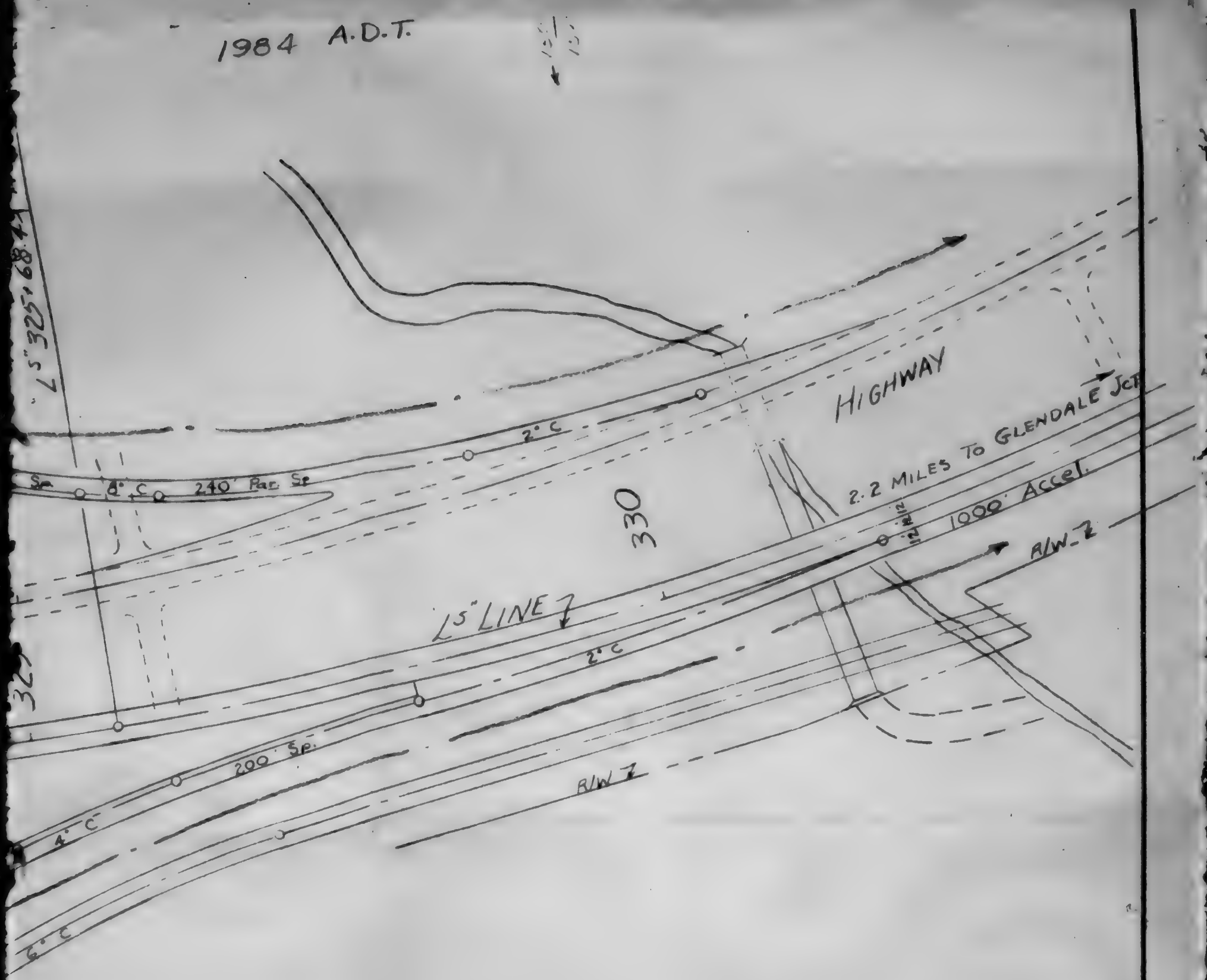
1984 A.D.T.

SCALE 1

QUINES CREEK ROAD
PACIFIC HWY.
DOUGLAS COUNTY.

DATE	REVISION	BY

1984 A.D.T.



SCALE 1" = 100'

QUINES CREEK ROAD & BARTON ROAD INTER.

PACIFIC HWY. MILE POST

DOUGLAS COUNTY.

REVISION	BY

RECEIVED
MAY 11 1964
FOR FILING

Genl
Rlst
Pac. Hwy 5

245

May 8, 1964

Mr. and Mrs. Leo G. Allen
Highway 99 North, Box 26
Glendale, Oregon

Re: Barton Road
Azalea—Josephine County Line
Pacific Highway
Douglas County

Dear Mr. and Mrs. Allen:

I am replying to your letter of April 17 in which you request a full interchange at the intersection of Barton Road.

We have considered the installation of an interchange at this point but due to financing of the Interstate Freeway System as set up by Federal Law, it must be shown that such a plan is justified economically. It appears that this justification may be very difficult to document and consideration to some other treatment of this area may be indicated.

At the present time, there has been no definite decision made and we have not completely given up the possibility of an interchange along the lines which you request. We will have more information on this matter in perhaps a month or six weeks. If you care to contact us again, we will be glad to bring you up to date on our plans in this area.

Very truly yours,

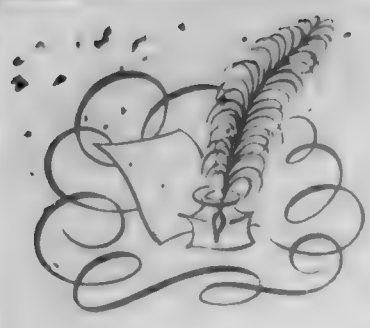
Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
P. D. Morgan



Hwy. 99 N. Bay 26
Glendale, Ore.
April 17, 1964

Oregon State Hwy. Dept.
Salem, Oregon

ENRED TO
Forest Cooper
SECRETARY

Porter

Dear Sirs:

We hope that you will plan to have a Clover-leaf at Barlow Rd. when you plan the new freeway. We feel that an overpass would be very in-convenient. We feel that the old highway is to narrow and crooked for the extra traffic. It would certainly be the long way for us going either direction. Please, may we have a clover-leaf?

Very Sincerely,
Leo G. & Alice M. Allen

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
SEP 23 1964
FOR FILING

I 5-1 (47) R
62.78

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1964

SUBJECT:
Azalea - Josephine County Line Section
Pacific Highway
Douglas County

To:
Mr. W. T. Wright
Right of Way Engineer
Office

Based on the revised plan of a split diamond interchange between Quines Creek and Barton Road, the following revised files are being returned to your office for immediate processing: Files 36970, 36971, 36973, 36974, 36976, 36977, 36979, 36980, 37140, 37141, 36990, 36991, 36992, 36993 and 36994.

This is the area covered by the "hold" which was designated in our letter to you dated August 27, 1964, and also includes revisions in the northeast quadrant of the Quines Creek Interchange. There is no change on files 36981, 36983, 36984, 36985, 36986, 36987, 36988 and 36989.

Frank D. Morgan
Construction Engineer

By
D. J. Barbee
Assistant Construction Engineer

FDB:ja

cc. Mr. L. P. Shaw

RECEIVED
SEP 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 10, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Barton Road
Canyonville-Josephine County Line
Pacific Highway
Douglas County

Dear Sir:

This is to confirm telephone conversation with Mr. Martin this date re proposed Quines Creek-Barton Road split diamond interchange.

The cost of the structure over the freeway at Barton Road, including approaches, is estimated to be $120,000.

The total cost of the frontage road from Quines Creek Interchange to Barton Road is estimated at $143,200, of which only $75,000 is chargeable to the split interchange, (increase from 10's and 4's with 2" of asphaltic concrete to 11's and 4's with 3-1/2" of asphaltic concrete and to extend the presently justified frontage road to Quines Creek Interchange).

The estimated reduction in right of way cost by providing the total frontage road is $171,150. An added reduction in damages to commercial properties at Barton Road could be anticipated if the half interchange is built as suggested.

Enclosed is a copy of an Interchange Justification Analysis which was made up for a full interchange at Barton Road vs the frontage road extension to Quines Creek which indicates a benefit to cost ratio of 1.27 for a full interchange. The split interchange, with a cost of $120,000 for the overcrossing, $75,000 cost of upgrading and extending the frontage road, and assuming the legs of the interchange would be the same cost whether at Quines Creek or Barton Road, would give a benefit to cost ratio of 1.56.

This new concept, the split diamond, is the least costly of any of

the alternates to serve this area, has the highest benefit to cost ratio and would give the area the service it needs.

Your early consideration of this matter and concurrence in construction of the split diamond interchange is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By A. D. Olson
A. D. Olson
Urban Engineer

Enclosure
ADO:jp

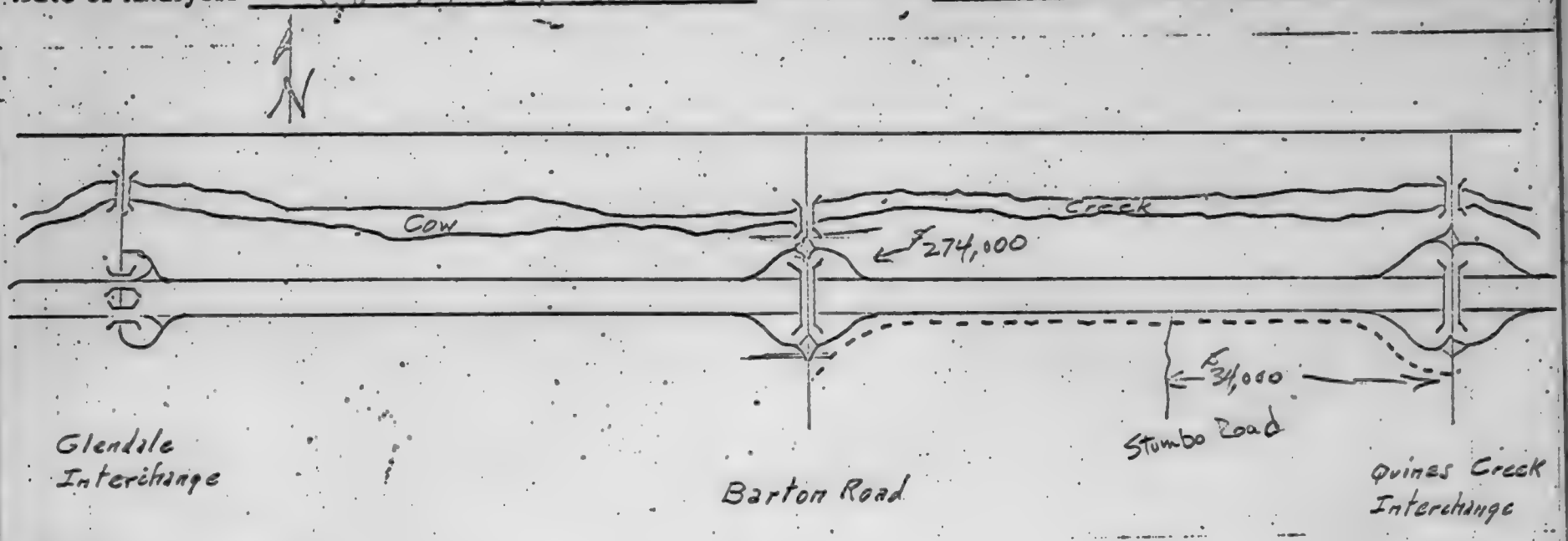
cc: L. P. Shaw

INTERCHANGE JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No. I 5 Freeway Name _____

Section Quines Creek - Glendale Jct Interchange Name Barton Road

Date of Analysis 8-14-64 Analysis By G. L. Stein



ROAD USER COSTS

Movement	1980 ADT	Without Interchange	Unit Cost	Daily Cost	With Interchange	Unit Cost	Daily Cost
W-S S-W	94	8.92 Mi. St.	$ 0.14	$ 117.39	2.95 Mi.	$ 0.14	$ 38.82
E-S S-E	68	3.22 Mi. St.	0.16	35.03	3.18 Mi.	0.14	30.27
		Mi. St.			Mi.		
		Mi. St.			Mi.		
		Mi. St.			Mi.		
TOTAL				$ 152.42			$ 69.09

Daily Road-User Benefits . . . . . $ 83.33

Annual Road-User Benefits . . . . . $ 30,415

CONSTRUCTION COSTS Interchange 274,000
Extend Frontage Road 34,000
240,000

Added Construction Costs . . . . . $ 240,000

Annual Added Construction Costs . . . . . $ 24,000

($ 240,000 x 0.10 x ~~1/365~~)

INTERCHANGE BENEFIT-COST RATIO 1.27

FORM E-30X—50M—10-62 40823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 25, 1964
Salem, Oregon

SUBJECT: Quines Creek Interchange
Douglas County

To: Mr. F. D. Morgan
Construction Engineer
O F F I C E

Attn: Mr. D. J. Barbee

The Douglas County Commissioners and the Douglas County Engineer were contacted on August 24, 1964 concerning revision to the Quines Creek Interchange. The proposal was to move one half of the proposed Quines Creek Interchange to Barton Road thereby providing north bound off and south bound on-ramps with an overcrossing at Barton Road and south bound off and north bound on-ramps with an overcrossing at Quines Creek. The two half interchanges will be connected by a frontage road on the easterly side of the freeway.

The proposal met with the unanimous approval of the Commissioners and the County Engineer. Signed prints of the proposed interchange complex are attached and are forwarded for presentation to the Bureau of Public Roads.

R. M. Allison
County and City Field Engineer

RMA:eb
Att.

cc: L. P. Shaw
L. R. Chandler

RECEIVED
AUG 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 10 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I 47 R
6 11

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Barton Road
Canyonville-Josephine County Line
Pacific Highway

Dear Sir:

Reference is made to our letter of August 26 submitting a "split Diamond" interchange plan to serve Barton Road and the Quines Creek area with a half diamond at each place and a frontage road connecting the two sections.

Your letter of July 15 stated that participation would be limited to the structure and approach construction to take Barton Road over the freeway. Since this would leave the traffic from this area landlocked unless they used the existing 5000 lb load limit bridge and the existing road which is subject to flooding, we believe that some other work must be done to give this area access.

The "split diamond" as presented to you by letter of August 26 would move two legs of the Quines Creek Interchange to the Barton Road structure at approximately the same cost. The frontage road extension from Stumbo Road to Quines Creek has previously been estimated at $34,000 (the excavation is needed since this is a borrow job). Up-grading the two and one half miles of frontage road from 10's and 4's with 2" asphalt concrete to 11's and 4's with 3-1/2" asphaltic concrete, plus the above mentioned $34,000, would bring the total additional cost of this "split diamond" to approximately $75,000 over the previously approved plan.

Previously, we had requested approval of improvement of Barton Road to a connection to the county road north of Cow Creek at a cost of $97,500 or a full interchange (157,000) or frontage roads both ways to connect to Quines Creek Interchange on the north and Glendale Junction Interchange on the south ($227,000) as possible ways to replace access to Barton Road.

The suggested "split diamond" is less expensive and will provide the access needed. Your approval is requested at the earliest possible time since we are presently purchasing right of way in the area and this should have an effect on these costs.

Very truly yours,

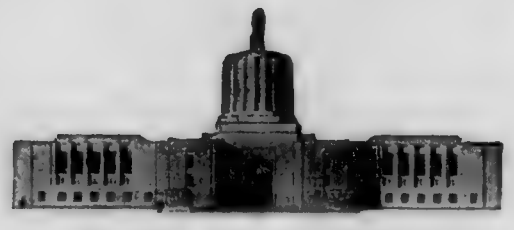
Forrest Cooper
State Highway Engineer

By A D Olson
A. D. Olson
Urban Engineer

ADO:jp
cc: General Files

RECEIVED
AUG 28 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEMBER
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 26, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Barton Road
Canyonville-Josephine County Line
Pacific Highway
Douglas County

Dear Sir:

Herewith three copies of a sketch map showing an alternate proposal for restoration of local traffic patterns in the subject area. Your previous approval of a structure at Barton Road plus a frontage road from there to Stumbo Road does not, in our opinion, reestablish the local road pattern. Actually, a full interchange at both Quines Creek and Barton Road should be provided; however, it is felt that the plan herewith submitted will approximate adequate service.

The new plan would take the southerly two ramps from the Quines Creek Interchange and place them south of Barton Road. A frontage road would be constructed between the two half diamonds allowing traffic to move north or south without having to use the substandard Cow Creek structure on Barton Road. This alternate, we believe, has much merit and has already been approved by Douglas County. It is our intention to construct 11-foot driving lanes and 4-foot shoulders on the frontage road due to greater traffic use.

Since right of way is being purchased in the area, we would like early approval. Upon receipt of such approval, a preliminary layout sheet will be forwarded for signature.

Very truly yours,

Forrest Cooper
State Highway Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

Enclo.
DNS:jp

cc: General Files

OREGON STATE HIGHWAY DEPARTMENT

AZALEA INTERCHANGE - GLENDALE INTERCHANGE SECTION

PACIFIC HWY. - INTERSTATE 5

DOUGLAS COUNTY

SCALE 1" = 2000'

SKETCH "B"

PROPOSED I-5 w/ B.P.R. SOLUTION
BARTON RD. O-ING I-5

T. 33 S.
T. 32 S.

31

30

29

28

27

25

19

20

12

Woodford Cr.

Barton Rd. (County)

Privore Rd.

Existing covered 3000' load limit subject to

Stubbs Island Bridge

Stumbo Rd. (private)

Mc. Cullum Cr.

Branch

Cow Cr.

INTERCHANGE

JOSEPHINE
DOUGLAS

COUNTY
COUNTY

T. 33 S.
T. 32 S.

R.5 W.
R.6 W.

Cr.

Woodford

Barton Rd. (County)

GLENDALE INTERCHANGE

al floods

1E

36

36

25

61

39

RECEIVED
AUG - 4 1964

FOR FILE

(47) 1 2

(6-28)

MEMO. TO FILES:
August 3, 1964

Re: Barton Road Undercrossing
Pacific Highway (I-5)
Douglas County

On Friday, July 31, contact was made with Mr. Elmer Metzger of the Douglas County Court regarding above subject. Other members of the Court were attending a meeting in Portland.

After considerable discussion regarding this matter, it was tentatively outlined that County would forward a letter to State stating their position and remonstrances pertaining to the construction of Barton Road Undercrossing and frontage road northerly to Stumbo Road.

The letter as mentioned should be forthcoming on August 4 as indicated by Mr. Metzger.

Don Harwell
Office Engineer
County and City Division

DNH:eb

cc: R. L. Porter
L. P. Shaw
F. D. Morgan

NOTED
R. L. PORTER

RECEIVED
AUG 4 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 29 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon 97301

July 27, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Signed by
T. Dec
Eng. Coordinator

08-35.EC -710.1

A. W. Parsons
Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

Oregon Federal-aid Interstate Program

Our June 19, 1964 memorandum approved the program action for Item 362, I-5-2(36)81, Azalea - Josephine Co. Line, and gave limited authorization to proceed with actual acquisition. From the evidence shown in Mr. Barbee's July 15, 1964 letter and with reference to our July 9, 1964 memorandum on Cow Creek Rest Area and our July 15, 1964 memorandum concerning Barton Road, we are hereby granting you authorization to proceed with the actual acquisition for the remainder of this project effective this date subject to the comments that follow.

Prior to your appraisal and negotiation for the additional property necessary for the Cow Creek Rest Area, justification in support of the over-all size of the rest area should be given as requested in the above mentioned July 9, 1964 memorandum.

Federal-aid Interstate participation on the Barton Road crossroad for right of way acquisition shall be limited to the participating construction limits as covered in our July 15, 1964 memorandum.

RECEIVED
JUL 29 1964
OFFICE OF
STATE HIGHWAY ENGINEER

original to Morgan
cc Young
7-29-64

RECEIVED
JUL 16 1964
BUREAU OF PUBLIC ROADS

Form CD-121 (11-63) (Pres. by A.O. 206-FDI)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N. E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon
ATTENTION: L. P. Shaw

DATE: July 15, 1964

In reply refer to: 08-35.2DB

FROM : T. Dec
Assistant Division Engineer
Salem, Oregon

SUBJECT: Canyonville-Josephine County Line Section
Pacific Highway - Barton Road

Reply is made to your letters of May 13 and July 9, 1964 regarding construction of a separation structure for Barton Road and improvement of that facility to its connection with the existing county road on the westerly side of Cow Creek.

Since the county will not agree to the closing of Barton Road, we will approve construction of a minimum roadway width separation structure with FAI participation limited to the cost of the separation structure and the necessary approaches to the existing road.

Your May 13 letter submitted estimated costs of frontage road construction as compared with the cost of severance damage to abutting properties as well as the estimated cost of improving Barton Road.

Construction of a frontage road on the easterly side of the highway from Barton Road northerly to Stumbo Road is justified on the basis that estimated construction costs are more economical than costs of severance damage. Construction of a frontage road from Stumbo Road northerly to the Quines Creek interchange is not justified on the basis that estimated construction costs exceed those of severance damage by about $34,000. The construction of a frontage southerly from Barton Road to the Glendale interchange is not justified on the basis that estimated construction costs exceed those of severance damage by about $193,500.

The estimated cost of improving Barton Road is $97,500. This cost is apparently exclusive of the cost of the separation structure which we estimate to be about $75,000. This would make a total estimated cost of $172,500 to separate and improve Barton Road to serve about six families residing on the easterly side of the highway.

The additional estimated cost of constructing a frontage road from Stumbo Road northerly to Quines Creek interchange is $34,000 over the estimated cost of severance damage. Thus, the most economical

- more -

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

basis for providing these very few families with access is construction of this frontage road. This, of course, would require out of direction travel for southbound traffic from Barton Road but in lieu of any cost - benefit analysis, we assume that construction of the separation structure at Barton Road is not justified on an economical basis.

However, as above stated, we will approve FAI participation in the cost of the separation structure at Barton Road and the necessary approach construction to it at either end of the structure. The participating limits of the approach construction will be in accordance with Section A-3, Unchanged Crossroads, and Figure 1 of Mr. G. M. Williams' Memorandum dated September 1962, which sets forth the participation limits at crossroads. The need for any change in the present location of Barton Road for the separation structure without a definite commitment to improve a substantial length of the crossroad beyond the above cited limits is not readily apparent.

RECEIVED
JUL 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X SOM 12-63
RECEIVED
JUL 17 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KERMIT W. FIELDER, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 15, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Re: 08-35.3-EC
1-5-2-(36)81
Azalea-Josephine Co. Line

Dear Sir:

By letter of June 19, 1964, you approved right-of-way acquisition on the reference project limited to certain specific areas.

Acquisition was not approved between station 150+00 and 194+00. This is the Quines Creek Interchange area. This interchange has now been approved by your office so right-of-way acquisition should now be cleared in this area.

Right-of-way acquisition was not approved on the left side between station 194+00 and 237+35 nor for both sides between station 305+00 and 334+00. This area is the Barton Road area and an extension northerly of a frontage road along the left side of the highway. We have submitted information to you from the County on the closure of Barton Road and I believe you have sufficient information to make a decision on this matter. This should clear this area for right-of-way acquisition.

The area between station 423+00 to the south end of the project was not approved for right-of-way acquisition. This is in the area of the Glendale Interchange which your office has now approved.

I would request your early approval for the balance of the right-of-way acquisition on this entire section of highway.

Very truly yours,

F. D. Morgan
Construction Engineer

By D. J. Barber

D. J. Barbee
Ass't. Construction Engineer

RECEIVED
JUL 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

DJB:ra

cc: Lloyd Shaw
L. H. Young
W. T. Wright

RECEIVED
JUL 9 1964
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-1(47)12
6.5.18

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
July 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Barton Road
Canyonville-Josephine County Line
Pacific Highway
Douglas County

Dear Sir:

As requested, the officials of Douglas County were approached on the possibility of elimination of the Barton overcrossing of Interstate 5 and substitution of an extension of the easterly frontage road from the point presently justified northerly to the Quines Creek Interchange. (The frontage road has been justified from Barton Road northerly to Stumbo Road--a distance of 1.5 miles.)

The County people were definite in their opinion that the overcrossing structure was needed and that the frontage road extension, allowing travel only northerly to the Quines Creek Interchange, could not be thought of as a substitute. A copy of their follow-up letter is enclosed for your information and records.

In view of the above we will continue our design on the basis of Barton Road overcrossing the freeway, a new structure over Cow Creek, and the connection to the old highway.

Please note that the enclosed letter from the County requests the suggested frontage road extension also be included in our plans. This cannot be justified on the basis of reduction in damages to abutting owners, only on continuity of travel. The overall cost vs savings for the full length frontage road from Barton Road to Quines Creek would show a saving, however, the savings reduce rather than increase from Stumbo Road northerly to Quines Creek Interchange.

Your consideration and comments on this addition would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

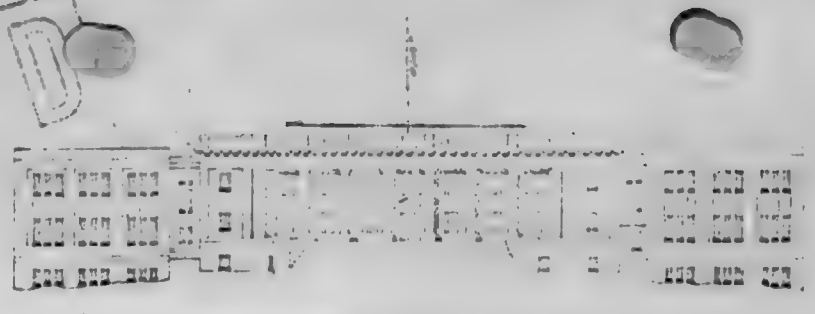
By A D Olson

A. D. Olson
Urban Engineer

Attach.
ADO:jp
cc: General Files

OFFICE OF THE
COUNTY COURT

TELEPHONE: ORchard 2-3311
EXTENSION 21



COUNTY OF DOUGLAS
COURTHOUSE
ROSEBURG, OREGON

July 5, 1964

CONSTRUCTION DIVISION
RECEIVED
JUL 6 1964
ROUTED

Mr. Sy Cox, Engineer
City and County Relations
Oregon State Highway Department
Salem, Oregon

RE: Pacific Highway, Interstate 5
Canyonville-Josephine Co. Line
1A-17-29

Dear Sir:

Douglas County Court hereby submits its protest and reasons therefore to the proposal to eliminate the Barton overcrossing of Interstate 5 and substituting therefore an extension of the frontage road on the easterly side of Interstate 5 from Barton Road to Quines Creek Road.

The reasons for the above protest are as follows:

1. Residents on the easterly side of Interstate 5 at Barton Road wishing to travel south will be required to drive approximately six miles out of their direction on each trip.

2. Cow Creek Valley is gaining in population at a rapid rate. The elimination of said overpass would leave a large potential area without public access.

3. Douglas County and the Oregon State Highway Department often need rock for riprap purposes from the quarry fronting on Barton Road on the easterly side of Interstate 5.

4. Douglas County has a County Park at the intersection of Cow Creek and Barton Road which would be rendered remote to the citizens on the easterly side of Interstate 5.

For the above reasons we further request that the service road for the full distance from Barton Road to Quines Creek Road be also included in the new plans for Interstate 5.

Copies to L.A. Shaw.
D.J. Barbee.
A.D. Olson.
7-6-64.

Very truly yours,

COUNTY COURT OF DOUGLAS COUNTY, OREGON

V. T. Jackson

County Judge

E. Luetgens

Commissioner

Ray Ellis

Commissioner

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

RECEIVED JUL 20 1964 FOR FILING

ROSEBURG TO
AZALEA-JOSEPHINE COUNTY LINE UNIT
Section CANYONVILLE-JOSEPHINE COUNTY LINE Highway PACIFIC (PA - 3) County DOUGLAS
Res. Engr. G. E. Roberts Approx. Length of Project 7 Miles. Sta. 708 to Sta. 4304

Total 18 kip single axles per day - 545.7 TYPICAL SECTIONS Truck A.D.T. - 772 Traffic Coefficient - 10.3

(1)

Typical Soil

49	LL
20	PI
98	% P10
81	% P200
2	% Gravel
9	% C Sand
8	% F Sand
64	% Silt
17	% Clay
18	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-7-6 (14)

NEW WORK AND WIDENING

2" of A.C. (Final)
3½" of A.C. (Immediate)
3" of Plant Mix Bituminous Base.
3" of 3/4"-0 Level course.
13½" of Imported Subbase Material. (See note.)

(1)
Sandy Silt

MATERIAL SOURCES:
To be determined by the Engineer.

NOTE:
Recommend top size of 4", 0-8% maximum P #200 sieve, and to meet all requirements for base material except gradation.

OTHER ROADS	TC	WEAR SURF	(3/4"-0) LEVEL	BASE (ISH)	ACTUAL THICK	CBR REQ
QUINES CREEK Road BASES	7.4	3½" AC	3"	13½"	20"	21+
BARTON ROAD & "E" LINE.	5.8	3½" AC	3"	8½"	15"	17
FRONTAGE ROADS	4.7	1½" AC	3"	9"	13½"	13½"
" "	3.8	3"	3/4"-0	9½"	12½"	11

JUSTIFICATION OF PAVEMENT TYPE SELECTION FOR THIS SECTION HAS BEEN FURNISHED PREVIOUSLY.

NOTED
LLOYD P. SHAW

CR BASE REQ'D.		
TOTAL REQUIRED	30	30

NEW WORK & WIDENING

	4	2	AC-Final
	7	3½	AC-Immed.
	4½	3	PMBB
	3	3	Level
	11½	13½	ISH
30	30	25	

P.P.R.
cc: County State Highway Engineer
Construction Engineer
Engineer of Materials
Physics Engineer
Resident Engineer
Office Engineer
Bridge Engineer
State Engineer Planning
Chief [illegible] Engineer
[illegible] Engineer

Submitted by [signature] Soils Engineer
Recommended by [signature] Construction Engineer
Recommended by [signature] Engineer of Materials
Approved by [signature] State Highway Engineer

6-29-64

SECTION: Azalea-Josephine County Line
HIGHWAY: Pacific (PA 3)
COUNTY: Douglas

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT (1963) 4800 (Total)

B. Future ADT (1983) 12500 (Total)

C. Mean ADT 8650 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 18 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 9% x (C) 8650 = 779

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 779 x (H) 100 % = 779

TRAFFIC COEFFICIENT = K (I)$^{0.119}$
where K = 4.664

= 10.3

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

RECEIVED JUN 4 - 1964 FOR FILING

Section KLAMATH-JOSEPHINE COUNTY LINE (W'LY) - JOSEPHINE COUNTY LINE (E'LY) Highway PACIFIC (NO. 3) County DOUGLAS Proffr. 61-

Engr. G.E. Roberts Approx. Length of Project 2.5 Miles Sta. 70± to Sta. 450± Date 5-28-64

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY (INTERSTATE)

NEW WORK

8" of Reinforced P.C.C.
3" of 3/4"-0 level course.
6" of Imported Subbase Material (1)

EXISTING ROADWAY

2" of A.C. (Final)
2" minimum A.C. overlay.
Recommend an extra allowance of A.C. for leveling-amount to be determined by field engineer.
IN PLACE
4"± A.C. or Oil
20"± Base plus 55%and/or various combinations of Base and 55%.
(1) Sandy Silt

*Recommend top size of 4" and 0-8% maximum P #200 sieve, and to meet all requirements for base material except gradation.

(1) Typical Soil

49	LL
20	PI
98	% P10
81	% P200
2	% Gravel
9	% C Sand
8	% F Sand
64	% Silt
17	% Clay
18	"R" Value (Corrected)
130	"K" Value (Estimated)

AASHO Classif. - A-7-6 (14)

Other Traffic Classif.	Wear Surf.	Leveling	Base	Actual Thick	Req
VH (Primary)	3½ ABC	3	16½	23	24½
Heavy	3½ AC	3	14	20½	21
Med Heavy	3½ AC	3	10½	17	21½
Medium	3 AC	3	9	15	18
Light	2 AC	3	6½	11½	15½
V-Light					
(Cars Only)	2 AC	3	4	9	11

Proposed Gravel Surfaces

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for:
Suitable material source to be determined by the Engineer.											

Submitted by J.W. Garbarough, State Geologist

Recommended by S.F. Parker, Construction Engineer

Recommended by [illegible], Asst. Engineer of Materials

Approved by [illegible], State Highway Engineer

NOTED LLOYD P. SHAW

B.P.B.
cc Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

5-18-64

ALBA-JOSEPHINE COUNTY LINE

PAVEMENT TYPE SELECTION

P.C.C.

Principal Factors Governing Selection

1. Traffic Classification: Very Heavy — Present ADT 4,800 — 1984 ADT 12,500 — % Heavy Vehicles 18
   (NOTE: Increase classification one step for heavy logging use)
2. Soils Characteristics: See design chart attached
3. Weather: Frost Penetration None — Annual Rainfall 32" ±
4. Performance of Similar Pavements in Area: Good _____ Fair _____ Poor _____
   Remarks: No P.C.C. in immediate area.
5. Cost Comparisons: See attached sheet.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or oil
7. Stage Construction: Not a part of P.C.C. construction.
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: No problem.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration.
13. Traffic Safety: No problem.
14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: See attached sheet.

CONCLUSION AND REMARKS:

AZALEA-JOSEPHINE COUNTY LINE

On this project six different surfacing designs were considered. Present worth costs (P.W.C.) were computed for each design and are as follows. 1963 average bid prices were used:

No. 1 5 inches A.C. (Stage construction)
8 inches C.T.B.
4-1/2 inches Crushed Base
P.W.C. - $115,245.95 per 2 lane mile

No. 2 5 inches A.C. (Stage construction)
8 inches A.T.B.
4-1/2 inches Crushed Base
P.W.C. - $135,936.42

No. 3 5 inches A.C. (Stage construction)
3 inches P.M.B.
15-1/2 inches Crushed Base
P.W.C. - $112,954.79

No. 4 5 inches A.C. (Stage construction)
4 inches P.M.B.
3 inches Crushed
13 inches Imported Materials (Cow Creek Gravels)
P.W.C. - $100,423.08

No. 5 8 inches Std. R.P.C.C.
2 inches Level Crse.
10 inches Crushed Base
P.W.C. - $107,063.58

No. 6 8 inches Std. R.P.C.C.
3 inches Level Crse.
9 inches Imported Material (Cow Creek Gravels)
P.W.C. - $94,822.87

Design No. 6 is recommended from a cost standpoint.

Cow Creek gravels have been tested for suitability and quantity. This source is adjacent to the job.

RECEIVED
MAY 18 1964
FOR FILING

May 13, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Barton Road
Azalea-Josephine County Section
Pacific Highway - Douglas County

Dear Sir:

By letter of February 28 we requested assurance of Interstate participation in the replacement of a bridge over Cow Creek on Barton Road and improvement of Barton Road, if the County would accept this method of maintaining continuity.

Your letter of March 3 stated this would be allowable providing it could be shown it would be the most economical solution to the overall problem. There are three ways to maintain the continuity of Barton Road:

(1) Construct a full interchange at Barton Road.

(2) Build frontage roads northerly to Quines Creek Interchange and southerly to Glendale Junction Interchange.

(3) Improve Barton Road to a connection with the old original Pacific Highway (across Cow Creek).

The four legs necessary to complete the interchange were estimated (on a reconnaissance basis) at $157,000.

Under the field survey, frontage roads were justified for approximately 1½ miles of the 5.2 miles from Quines Creek Interchange to Glendale Interchange. Field estimates failed to justify another 2.1 miles, with a cost of $183,000 over the reduction in property damage. The remaining 1.6 miles have been estimated at $44,000. This would add up to a total cost of completion of the frontage roads at $227,000.

The field estimate for improvement of Barton Road and replacement of the "3000-pound load limit" bridge, including right of way, was $97,500.

From these estimates, it would appear that the work proposed in improvement of Barton Road and replacement of the bridge can be justified.

It should be mentioned that at the public hearing and in discussions and correspondence on the subject, numerous requests have been made to build the interchange at Barton Road in lieu of the road improvement. The interchange is the only system which would provide "restoration of the kind of service which was in existence", but its cost may preclude justification. All movements can be made by way of the old highway and the Cow Creek bridge, with added travel distance and over a lower-type facility.

Please review this matter and advise us of your decision as to method of restoration of service to this area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

ADO:jp: ajw

FORM H-30 5OM 12-63 84076

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1964

SUBJECT: Barton Road
Azalea-Josephine County Line
Pacific Highway - Douglas County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

Enclosed is a rough draft of a letter to the Bureau of Public Roads for justification of our proposed improvement of Barton Road and replacement of a "5,000-lb load limit" bridge.

The plan proposed will allow all movements to be made from this area without any out-of-direction travel except as the local road wanders.

No attempt was made to work out a road user analysis of the situation.

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

ADO:jp
Enclo.

RECEIVED
MAY 5 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1964
FOR FILING

April 21, 1964

Mr. and Mrs. James R. Elliott
Box 20
Highway 20 North
Glendale, Oregon

Dear Mr. and Mrs. Elliott:

This will acknowledge your letter of April 16 in which you protest any other type of development except an interchange at the intersection of Barton Road and the Pacific Highway. This is in connection with the public hearing held in Roseburg on April 15.

Consideration will be given to your letter as well as to the testimony that was presented at the hearing.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc Forrest Cooper

April 16, 1964

State Highway Commission

Salem, Oregon

Gentlemen:

At a public hearing held in Roseburg, Oregon on the 15th day of April, 1964, it was stated by a representative of the highway department that it would be the privilege of interested persons to present their views by letter on or before the 20th of April, 1964, upon the subject of the contemplated highway development from Canyonville South to the Josephine County line.

We would like to take advantage of the opportunity thus granted to express our views and opinions concerning the development that has been previously suggested and that which will be necessary in any event at and near the intersection of the freeway and Barton Road in the Cow Creek valley.

We are the owners of 4.26 acres of land in the Southwest corner of the intersection of Barton Road and the freeway, upon which we have in the past and do now operate a trailer camp and tourist cabins, and overnight camping with access to the Barton (County) Road which in turn has access onto the present highway 99.

A previous proposal by the highway department to carry the Barton Road across the freeway by an overpass and routing traffic using the Barton Road across Cow Creek onto old highway 99 with access to the freeway on the North at or near Azalea, and access to the freeway on the South a short distance above Glendale would in our opinion, totally destroy the value of the property which we now own, and materially diminish the value of much of the farm land and homes on the South and East of the freeway in the vicinity of the Barton Road and for some miles on each side of the Barton Road East and West.

In our opinion, in view of the fact among others, that considerable right of way has been already acquired for purposes of widening the highway to a freeway at an interchange at the Barton Road crossing, would be the most economical type of development, both in the construction cost of such an interchange, and the maintenance of property values of those properties which above mentioned would be depreciated greatly by any other type of freeway development.

Without going into detail as upon our views as to the advantages costwise and the preservation of values as well as the convenience to the property owners in the area, we wish to register our protest against any other type of development except an interchange at the intersection of Barton Road and the freeway.

Respectfully submitted,

James R. Elliott

Vanita Elliott

RECEIVED

RECEIVED
MAR 9 - 1964
FOR FILING

477 Cottage St. N.E.
Salem, Oregon 97301

March 3, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2DA

Oregon I-5
Azalea-Josephine Co. Line Section

Mr. Shaw's letter dated February 28 requested participation with Federal Aid Interstate funds in the replacement of a bridge over Cow Creek on Barton Road.

Under the existing regulations as set forth by Mr. Williams' circular memorandum dated Sept. 1962, "Interstate Highways - Participation Limits at Crossroads and Interchanges", paragraph "C", a statement at the top of page 12 is as follows: "There may be FAI participation in the cost of work to relocate or improve an existing local road only to the extent necessary to provide reasonable restoration of the kind of service that was in existence."

Before any definite answer can be given concerning the eligibility of the structure over Barton Creek, it must be shown that this is the most economical solution of feasible alternates. There are several side roads between Quines Creek and Glendale Junction. What is the overall plan for handling local service between these two points?

If it is shown that the plan for reconstructing the structure over Cow Creek is the most economical solution to the overall problem, then it would be eligible for reconstruction with FAI funds.

A problem similar to this was encountered on I-5(10), Airport Road-Irrigon Junction, and FAI funds participated in the relocation of a local road when it was shown that this was the most economical solution to the various alternates of handling the local road problem.

original To Young
cc Morgan
3-6-64

NOTED
LLOYD P. SHAW

RECEIVED
MAR 2 - 1964
FOR FILING

February 28, 1964

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Barton Road
Ashlan-Josephine County
Line Section
Pacific Highway
Douglas County

Dear Sir:

On the subject section we propose interchanges at Ashlan, Quines Creek, and Glendale Junction.

Approximately three miles southerly of Quines Creek and two miles northerly of Glendale Junction, we have planned to separate an existing county road (Barton Road) by taking it over the freeway. This will permit local traffic to cross Cow Creek to the old original highway, then proceed either northerly to Quines Creek or southerly to Glendale Junction, thus providing for all necessary moves to and from Barton Road via the proposed interchanges.

We have now been advised that the existing structure over Cow Creek has a 5,000-pound load limit. Under present conditions, with access to the existing highway on the one side of Cow Creek and to the old road on the other, loads exceeding that limit can be routed by way of more adequate structures. If, when the present highway is changed to freeway status, the Cow Creek bridge can be rebuilt and the road to the old highway improved, adequate service will be provided traffic in the Barton Road area. We believe this is permissible under existing regulations. (Reference--"Interstate Highways - Participation Limits at Crossroads and Interchanges". See Section C, Adjustments of Existing Local Roads.)

We have not reached the discussion stage with the County, having only provided it with a general layout indicating the interchanges as shown on the 104(b)3 report and the roads which are to be separated. We now need verification that we can provide continuity by reconstruction of the Cow Creek bridge and improvement of the local road where necessary. We believe this is preferable to constructing an interchange at Barton Road or running frontage roads to the two adjacent interchanges.

The rule books seem to avoid the subject of responsibility for improvement of local roads to handle the diverted traffic when an existing highway is converted to an interstate freeway. Simply providing grade separations does not replace their value to the community. Under present rules, if local roads dead end on both sides of the freeway, we can provide an interchange or frontage roads to serve the land-locked properties or else "buy them out"; but if any public road provides access to these properties, we can do nothing for local traffic unless it is in sufficient volume to justify an interchange. Presumably circuity of travel and the condition of the roads thus forced into use have no bearing on the problem, except in the dollars and cents justification of the interchange.

We are presently faced with a few instances, such as the above-mentioned Barton Road, where some improvement to an existing facility appears necessary or an alternate facility needs to be built to replace the access to the present highway. It seems inconceivable that Oregon is the only state which has faced this problem but, as yet, we have found no mention in policy statements which provide a reasonable answer. We note that several states have solved this by laying the freeway a short distance to one side of the existing highway and proceeding on the policies established for freeways on new alignment. This leaves the local road system intact but, in many cases, is an unnecessarily expensive alternate to utilization of local facilities, through upgrading, or to building frontage roads to connect existing public roads.

Under the law, "...existing highways located on an Interstate route shall be used to the extent that such use is practicable, suitable and feasible, it being the intent that local needs, to the extent practicable, suitable and feasible shall be given equal consideration with the needs of interstate commerce." It appears that "local needs" are suffering under the rules that we are presently using, and that common sense has been abandoned in favor of bureaucratic interpretation of the law.

As previously stated, we wish verification that the bridge over Cow Creek on Harbum Road can be replaced under the Interstate project before we go to the County for an agreement. Also, we would like all available information bearing on alternate sites similar to those mentioned.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

ADO:jp: ajw

ER-168(1)	Pioneer Mountain Sec., Corvallis-Newport Hwy. (Slide Correction)	1965
#6579		

STATE COPY

Voucher transaction number	FORM PR-2A (8-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
1-70		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
5 6579	12/29/65 (PPM 21-7)	Lincoln & Benton
		Project number ER-168(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 628,599.

Revised Federal funds $ 398,846.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of December, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Cabove

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal Aid
Project No. ER-168(1)

NEWPORT-CORVALLIS SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

IN LINCOLN AND BENTON COUNTIES

(Estimate as a basis for modification of project agreement. Based on low bid prices, estimated cost of temporary and permanent repair by State Force and negotiated equipment rental.)

Salem, Oregon, December 9, 1965

Type Code P.E.
Preliminary Engineering $ 1,000.00
Type Code 6201
Pioneer Mtn. Unit (Sta. 490+00 to Sta. 630+00)(Contract No. 6579)

Special Backfill in Drains	180 cu.yds.	$ 9.00	$ 1,620.00
Moving Costs	All Required		22,000.00
Power Shovel, 2½ cu.yd.	155 hrs.	32.00	4,960.00
Power Shovel, 3/4 cu.yd. with attachments	440 hrs.	24.50	10,780.00
Loader, Front End (Wheel Type) 4 cu.yd.	175 hrs.	35.00	6,125.00
Trucks, Dump, 10 cu.yd.	2,300 hrs.	13.75	31,625.00
Tractor (200 H.P.) and "U" Dozer	2,000 hrs.	26.00	52,000.00
Tractor (150 H.P.) Dozer & Power Winch	800 hrs.	23.00	18,400.00
Tractor (75 H.P.(with Dozer	150 hrs.	15.00	2,250.00
Tractor, 2-wheel and 2-wheel Scraper (400 H.P.)	1,100 hrs.	38.00	41,800.00
Blade Grader (23,500 lbs.)	50 hrs.	17.50	875.00
Drill, Track-Mounted	140 hrs.	17.00	2,380.00
Air Compressor (600 cu.ft.) with Attachments	160 hrs.	16.00	2,560.00
Crane, Truck-Mounted, 35 ton	100 hrs.	27.00	2,700.00
Saw, Portable Chain, 36" Bar	170 hrs.	8.50	1,445.00
Explosives	13,500 lb.	0.75	10,125.00
Laborer	550 hrs.	5.00	2,750.00
3/4" - 0 Material in Base	280 cu.yds.	6.00	1,680.00
Stone Base	1,500 cu.yds.	2.75	4,125.00
Class "B" Asphalt Concrete	500 tons	6.00	3,000.00
Furnish 24-inch Culvert Pipe	770 lin.ft.	5.95	4,581.50
Furnish 48-inch Culvert Pipe	240 lin.ft.	13.15	3,156.00
Furnish 6-inch Drain Pipe	145 lin.ft.	0.85	123.25
Furnish 8-inch Drain Pipe	1,300 lin.ft.	1.25	1,625.00
A.C. Concrete Curb	660 lin.ft.	1.25	825.00
Guard Rail	550 lin.ft.	4.00	2,200.00
Salvaging Guard Rail	300 lin.ft.	1.25	375.00
Guard Rail-Salvaged Guard Rail	300 lin.ft.	3.50	1,050.00
Type 2 Fence	130 rod	12.00	1,560.00
			$238,695.75

Seeding and Mulching	All Required		$ 2,500.00
	Subtotal		$241,195.75
	Engr. & Cont.		24,119.25
	Total		$265,315.00

Price Agreement No. 2 approved on Project No. F-150(11)
(Sta. 1608+00 to Sta. 1632+00)

Clearing and Grubbing	All Required			$ 4,500.00
Drainage Excavation	475	cu.yd.	$ 2.75	1,306.25
General Excavation	120,000	cu.yd.	0.40	50,400.00
Short Overhaul	200,000	yd.sta.	0.0075	1,500.00
Long Overhaul	100	"C" yd.sta.	0.35	35.00
Finish Roadbed and Slopes	0.32	mile	1200.00	384.00
Rounding Cutbanks	1,100	lin.ft.	0.20	220.00
18" Metal Drain Pipe, Asphalt-Coated	330	lin.ft.	4.15	1,369.50
48" Half-Circle Steel Flume, Asphalt-Coated	135	lin.ft.	12.00	1,620.00
6" Perf. Steel Drain Pipe, Uncoated	374	lin.ft.	2.00	748.00
10" Perf. Metal Drain Pipe, Uncoated	620	lin.ft.	2.40	1,488.00
12" Perf. Metal Drain Pipe, Uncoated	1,060	lin.ft.	2.85	3,021.00
Special Backfill in Drain	1,430	cu.yds.	7.00	10,010.00
Filter Blanket	840	cu.yd.	5.50	4,620.00
Quarry-Run Rock in Place	10,340	cu.yds.	5.50	56,870.00
Salvage and Reinstall Guard Rail Posts	115	each	8.00	920.00
Material in Subbase	3,600	tons	3.37	12.132.00
3/4"-0 Material in Base	400	tons	3.95	1,580.00
Sprinkling	70	M-gals.	3.00	210.00
Asphaltic Concrete Mixture	300	tons	6.60	1,980.00
Asphalt in Mixture	18	tons	33.00	594.00
			Engr. & Cont.	$155,507.75 15,550.25
			Total	$171,058.00

Type Code 6201
Toledo Slide Correction (Sta. 2484+64.73 to Sta. 2497+70)(Sta. 2512+00 to Sta. 2515+70)(Sta. 2528+00 to Sta. 2539+00) (Contract No. 6745)

Clearing and Grubbing	All Required			$ 1,000.00
General Excavation, Unclassified	5,600	cu.yd.	$ 1.00	5,600.00

Embankment Foundation Excavation, Unclassified	10,700	cu.yd.	$ 1.25	$ 13,375.00
Rock Embankment in Place	11,400	cu.yd.	2.80	31,920.00
Finishing Roadbed and Slopes	All Required			1,000.00
Trench Excavation	530	cu.yd.	4.00	2,120.00
Special Backfill in Drains	240	cu.yd.	6.00	1,440.00
Watering	110	M-gal.	3.50	385.00
SS-1 Asphalt in Watering	700	gal.	0.50	350.00
Stone Base	3,100	cu.yd.	5.00	15,500.00
3/4"-0 Material in Base	420	cu.yd.	5.25	2,205.00
Class "B" Asphalt Concrete	830	ton	13.00	10,790.00
Class "D" Asphalt Concrete	150	ton	13.00	1,950.00
12-inch Culvert Pipe	200	lin.ft.	3.25	650.00
18-inch Culvert Pipe	500	lin.ft.	4.58	2,290.00
24-inch Culvert Pipe	4	lin.ft.	10.00	40.00
8-inch Drain Pipe	1,080	lin.ft.	2.56	2,764.80
Concrete Inlets, Type G-1	1	only	150.00	150.00
Concrete Inlets, Type G-2	2	only	200.00	400.00
Extra for A.C. Concrete Approaches	9	only	35.00	315.00
A.C. Concrete Curbs	440	lin.ft.	1.00	440.00
Guide Posts, W-1	26	only	10.00	260.00
Detour Wearing Surface	1,300	sq.yd.	2.00	2,600.00
				$ 97,544.00
Flagging (57½ of Contractor's Cost)	All Required			$ 1,500.00
Tack Coat	All Required			100.00
Replace Water Supply	All Required			2,000.00
Seeding and Mulching	All Required			400.00
Slide Removal	All Required			7,500.00
Horizontal Drains	All Required			3,000.00
Lime Fill Vertical Drains	All Required			20,000.00
				$ 34,500.00
Utilities				
Work by Pacific N.W. Bell	All Required			$ 672.80
				$ 672.80
			Subtotal	$ 132,716.80
			Engr. & Cont.	13,271.20
			Total	$ 145,988.00

Type Code Y006
Flood Repair, Temporary and Permanent (MP 0.00 to MP 55.98)

Temporary:		
Negotiated Equipment, Labor and Materials	All Required	$ 19,236.56
State Force Equipment, Labor and Materials	All Required	20,501.44
		$ 39,738.00
Permanent		
Approved State Force Order #1	All Required	$ 4,000.00
	Subtotal	$ 43,738.00
	Engr. & Cont.	1,500.00
	Total	$ 45,238.00

Length of Roadway - - - - - - - - - - - -55.98 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 635.00	$ 365.00
Pioneer Mountain Unit	265,315.00	168,342.00	96,973.00
Price Agreement #2	171,053.00	108,537.00	62,521.00
Toledo Slide Correction	145,988.00	92,629.00	53,359.00
Temporary and Permanent Repair by State Forces	45,238.00	28,703.00	16,535.00
	$628,599.00	$398,846.00	$229,753.00

Prefix: 21-1078, 2-4408, 21-4510, 21-1071, 2-4508, 21-1084, 21-4710 D, 21-4410

State Funds for Const.: Chap. 175, laws 1917;
Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

No Phase 1 Report was submitted on this project. We used bills submitted to us by contractors to arrive at the negotiated equipment, labor and materials and charges on the cost book to arrive at the State Force equipment, labor and materials which is the most accurate information we have at this time. There are no D.M.S. charges included in this estimate.

NEWPORT-CORVALLIS SECTION

PROJECT NO. ER-168(1)

Work by Pacific Northwest Bell Company

Labor	$ 449.00	
Overhead	154.00	
Materials	167.00	
Salvage	(3.00)	
Equipment	74.00	
		$ 841.00
	80% State Share	$ 672.00

Oregon State Highway Department

Federal-Aid
Project No. ER-168(1)

NEWPORT-CORVALLIS SECTION OF THE

CORVALLIS-NEWPORT HIGHWAY IN LINCOLN AND BENTON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 4, 1965

Type Code P.E.

Preliminary Engineering			$ 1,000.00

Type Code 6201
Pioneer Mtn. Unit (Sta. 490+00 to Sta. 630+00) (Contract No. 6579)

Special Backfill in Drains	180 cu.yds.	$ 9.00	$ 1,620.00
Moving Costs	All Required		22,000.00
Power Shovel, 2½ cu.yd.	155 hrs.	32.00	4,960.00
Power Shovel, 3/4 cu.yd. with attachments	440 hrs.	24.50	10,780.00
Loader, Front End (Wheel Type) 4 cu.yd.	175 hrs.	35.00	6,125.00
Trucks, Dump, 10 cu.yd.	2,300 hrs.	13.75	31,625.00
Tractor (200 H.P.) and "U" Dozer	2,000 hrs.	26.00	52,000.00
Tractor (150 H.P.) Dozer and Power Winch	800 hrs.	23.00	18,400.00
Tractor (75 H.P.) with Dozer	150 hrs.	15.00	2,250.00
Tractor, 2-wheel and 2-wheel Scraper (400 H.P.)	1,100 hrs.	38.00	41,800.00
Blade Grader (23,500 lbs.)	50 hrs.	17.50	875.00
Drill, Track-Mounted	140 hrs.	17.00	2,380.00
Air Compressor (600 cu.ft.) with Attachments	160 hrs.	16.00	2,560.00
Crane, Truck-Mounted, 35 ton	100 hrs.	27.00	2,700.00
Saw, Portable Chain, 36" Bar	170 hrs.	8.50	1,445.00
Explosives	13,500 lbs.	0.75	10,125.00
Laborer	550 hrs.	5.00	2,750.00
3/4"-0 Material in Base	280 cu.yds.	6.00	1,680.00
Stone Base	1,500 cu.yds.	2.75	4,125.00
Class "B" Asphalt Concrete	500 tons	6.00	3,000.00
Furnish 24-inch Culvert Pipe	770 lin.ft.	5.95	4,581.50
Furnish 48-inch Culvert Pipe	240 lin.ft.	13.15	3,156.00
Furnish 6-inch Drain Pipe	145 lin.ft.	0.85	123.25
Furnish 8-inch Drain Pipe	1,300 lin.ft.	1.25	1,625.00
A.C. Concrete Curb	660 lin.ft.	1.25	825.00

Guard Rail	550 lin.ft.	$ 4.00	$ 2,200.00
Salvaging Guard Rail	300 lin.ft.	1.25	375.00
Guard Rail-Salvaged Guard Rail	300 lin.ft.	3.50	1,050.00
Type 2 Fence	130 rods	12.00	1,560.00
			$238,695.75
Seeding and Mulching	All Required		$ 2,500.00
	Subtotal		$241,195.75
	10% Engr. & Cont.		24 119.25
	Total		$265,315.00

Length of Project - - - - - - - - - - - - - -2.615 miles
Cost of Roadway per Mile- - - - - - - - - -$101,458.89

Price Agreement No. 2 Approved on Project No. F-150(11)
(Sta. 1608+00 to Sta. 1632+00)

Clearing and Grubbing	All Required		$ 4,500.00
Drainage Excavation	475 cu.yds.	$ 2.75	1,306.25
General Excavation	120,000 cu.yds.	0.40	50,400.00
Short Overhaul	200,000 yd.stas.	0.0075	1,500.00
Long Overhaul	100 C-yd.sta.	0.35	35.00
Finish Roadbed and Slopes	0.32 mile	1,200.00	384.00
Rounding Cutbanks	1,100 lin.ft.	0.20	220.00
18" Metal Drain Pipe, Asphalt Coated	330 lin.ft.	4.15	1,369.50
48" Half Circle Steel Flume, Asphalt Coated	135 lin.ft.	12.00	1,620.00
6" Perf. Steel Drain Pipe, Uncoated	374 lin.ft.	2.00	748.00
10" Perf. Metal Drain Pipe, Uncoated	620 lin.ft.	2.40	1,488.00
12" Perf. Metal Drain Pipe, Uncoated	1,060 lin.ft.	2.85	3,021.00
Special Backfill in Drain	1,430 cu.yds.	7.00	10,010.00
Filter Blanket	840 cu.yds.	5.50	4,620.00
Quarry-Run Rock in Place	10,340 cu.yds.	5.50	56,870.00
Salvage and Reinstall Guard Rail Posts	115 each	8.00	920.00
Material in Subbase	3,600 tons	3.37	12,132.00
3/4" - 0 Material in Base	400 tons	3.95	1,580.00
Sprinkling	70 M-gals.	3.00	210.00
Asphaltic Concrete Mixture	300 tons	6.60	1,980.00

Asphalt in Mixture	18 tons	$ 33.00	$ 594.00
			$155,507.75
	10% Engr. & Cont.		15,550.25
			$171,058.00

(Approved State Force Orders)

SFD #1 M.P. 1 Storm Repair Labor, Equipment and Material	All Required		$ 4,000.00
	10% Engr. & Cont.		400.00
			$ 4,400.00

Type Code 6201
Toledo Slide Correction (Sta. 2484+64.73 to Sta. 2497+70)(Sta. 2512+00 to Sta. 2515+70)(Sta. 2528+00 to Sta. 2539+00)

Clearing and Grubbing	All Required		$ 2,500.00
General Excavation, Unclassified	5,600 cu.yd.	$ 1.00	5,600.00
Embankment Foundation Excavation, Unclassified	10,700 cu.yds.	1.00	10,700.00
Rock Embankment in Place	11,400 cu.yd.	3.00	34,200.00
Finishing Roadbed and Slopes	All Required		1,000.00
Trench Excavation	530 cu.yd.	3.00	1,590.00
Special Backfill in Drains	240 cu.yd.	7.00	1,680.00
Watering	110 MOgal.	3.00	330.00
SS-1 Asphalt in Watering	700 gals.	0.50	350.00
Stone Base	3,100 cu.yds.	4.25	13,175.00
3/4" - 0 Material in Base	420 cu.yd.	4.50	1,890.00
Class "B" Asphalt Concrete	830 tons	10.00	8,300.00
Class "D" Asphalt Concrete	150 tons	12.00	1,800.00
12-inch Culvert Pipe	200 lin.ft.	4.00	800.00
18-inch Culvert Pipe	500 lin.ft.	5.50	2,750.00
24-inch Culvert Pipe	4 lin.ft.	10.00	40.00
8-inch Drain Pipe	1,080 lin.ft.	2.75	2,970.00
Concrete Inlets, Type C-1	1 only	150.00	150.00
Concrete Inlets, Type C-2	2 only	160.00	320.00
Extra for A.C. Concrete Approaches	9 only	35.00	315.00
A.C. Concrete Curbs	440 lin.ft.	1.50	660.00
Guide Posts, W-1	26 only	8.00	208.00
Detour Wearing Surface	1,300 sq.yds.	1.75	2,275.00
			$ 93,603.00

Flagging (57½% of Contractors Cost)	All Required	$ 1,500.00
Tack Coat	All Required	100.00
Replace Water Supply	All Required	2,000.00
Seeding and Mulching	All Required	400.00
Slide Removal	All Required	7,500.00
Horizontal Drains	All Required	3,000.00
Lime Fill Vertical Drains	All Required	20,000.00
		$ 34,500.00

Utilities

Work by Pacific N.W. Bell	All Required	$ 900.00
Work by Central Lincoln P.U.D.	All Required	300.00
		$ 1,200.00

Subtotal	$ 129,303.00
10% Engr. & Cont.	12,930.00
Total	$ 142,233.00

Length of Contract - - - - - - - - - - - - - - - - 0.796 mile
Cost of Roadway per Mile - - - - - - - - - - - - $178,684.68

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 635.00	$ 365.00
Pioneer Mtn. Unit	265,315.00	168,342.00	96,973.00
Price Agreement No. 2	171,058.00	108,537.00	62,521.00
State Force Orders	4,400.00	2,792.00	1,608.00
Toledo Slide Correction	142,233.00	90,246.00	51,987.00
	$584,006.00	$370,552.00	$212,971.00
Authorized Fund Status All miscellaneous work not covered by this estimate	$ 60,994.00	$ 38,701.00	$ 22,293.00
	$645,000.00	$409,253.00	$235,747.00

Prefix: 21-1078
21-1071
21-4710 D

State Funds for Const.: Chap. 175, laws 1917;
Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. ER-168(1)

NEWPORT-CORVALLIS SECTION OF THE

CORVALLIS-NEWPORT HIGHWAY IN LINCOLN AND BENTON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 4, 1965

Type Code P.E.
Preliminary Engineering
Type Code 6201
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Power Shovel, 3/4 cu.yd. with attachments	440 hrs.	24.50	10,780.00
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Trucks, Dump, 10 cu.yd.	2,300 hrs.	13.75	31,625.00
Tractor (200 H.P.) and "U" Dozer	2,000 hrs.	26.00	52,000.00
Tractor (150 H.P.) Dozer and Power Winch	800 hrs.	23.00	18,400.00
Tractor (75 H.P.) with Dozer	150 hrs.	15.00	2,250.00
Tractor, 2-Wheel and 2-Wheel Scraper (400 H.P.)	1,100 hrs.	38.00	41,800.00
Blade Grader (23,500 lbs.)	50 hrs.	17.50	875.00
Drill, Track-Mounted	140 hrs.	17.00	2,380.00
Air Compressor (600 cu.ft.) with Attachments	160 hrs.	16.00	2,560.00
Crane, Truck-Mounted, 35-ton	100 hrs.	27.00	2,700.00
Saw, Portable Chain, 36" Bar	170 hrs.	8.50	1,445.00
Explosives	13,500 lbs.	0.75	10,125.00
Laborer	550 hrs.	5.00	2,750.00
3/4" - 0 Material in Base	280 cu.yds.	6.00	1,680.00
Stone Base	1,500 cu.yds.	2.75	4,125.00
Class "B" Asphalt Concrete	500 tons	6.00	3,000.00
Furnish 24-inch Culvert Pipe	770 lin.ft.	5.95	4,581.50
Furnish 48-inch Culvert Pipe	240 lin.ft.	13.15	3,156.00
Furnish 6-inch Drain Pipe	145 lin.ft.	0.85	123.25
Furnish 8-inch Drain Pipe	1,300 lin.ft.	1.25	1,625.00
A.C. Concrete Curb	660 lin.ft.	1.25	825.00
Guard Rail	550 lin.ft.	4.00	2,200.00
Salvaging Guard Rail	300 lin.ft.	1.25	375.00
Guard Rail-Salvaged Guard Rail	300 lin.ft.	3.50	1,050.00
Type 2 Fence	130 rods	12.00	1,560.00
			$238,695.75

Seeding and Mulching	All Required		$ 2,500.00
	Subtotal		$241,195.75
	10% Engr. & Cont.		24,119.25
	Total		$265,315.00

Length of Project - - - - - - - - - - - - - - -2.615 miles
Cost of Roadway per Mile- - - - - - - - - - -$101,458.89

Price Agreement No. 2 Approved on Project No. F-150(11)
(Sta. 1608+00 to Sta. 1632+00)

Clearing and Grubbing	All	Required		$ 4,500.00
Drainage Excavation	475	cu.yds.	$ 2.75	1,306.25
General Excavation	120,000	cu.yds.	0.40	50,400.00
Short Overhaul	200,000	yd.sta.	0.0075	1,500.00
Long Overhaul	100	C-yd.Sta.	0.35	35.00
Finish Roadbed and Slopes	0.32	mile	1,200.00	384.00
Rounding Cutbanks	1,100	lin.ft.	0.20	220.00
18 Metal Drain Pipe, Asphalt Coated	330	lin.ft.	4.15	1,369.50
48" Half-Circle Sheet Flume, Asphalt-Coated	135	lin.ft.	12.00	1,620.00
6" Perf. Steel Drain Pipe, Uncoated	374	lin.ft.	2.00	748.00
10" Perf. Metal Dr. Pipe, Uncoated	620	lin.ft.	2.40	1,488.00
12" Perf. Metal Drain Pipe, Uncoated	1,060	lin.ft.	2.85	3,021.00
Special Backfill in Drain	1,430	cu.yd.	7.00	10,010.00
Filter Blanket	840	cu.yd.	5.50	4,620.00
Quarry-Run Rock in Place	10,340	cu.yd.	5.50	56,870.00
Salvage and Reinstall Guard Rail Posts	115	each	8.00	920.00
Material in Subbase	3,600	tons	3.37	12,132.00
3/4" - 0 Material in Base	400	tons	3.95	1,580.00
Sprinkling	70	M-gal.	3.00	210.00
Asphaltic Concrete Mixture	300	tons	6.60	1,980.00
Asphalt in Mixture	18	tons	33.00	594.00
		Subtotal		$ 155,507.75
		10% Engr. & Cont.		15,550.25
		Total		$ 171,058.00

(Approved State Force Orders)

SFO #1 MP 1 Storm Repair Labor, Equipment and Material	All Required		$ 4,000.00
	10% Engr. & Cont.		400.00
	Total		$ 4,400.00

Type Code 6201
Toledo Slide Correction (Sta. 2484+64.73 to Sta. 2497+70)(Sta. 2512+00 to Sta. 2515+70)(Sta. 2528+00 to Sta. 2539+00)

Clearing and Grubbing	All Required		$	2,500.00
General Excavation, Unclassified	5,600 cu.yds.	$ 1.00		5,600.00
Embankment Foundation Excavation, Unclass.	10,700 cu.yds.	1.00		10,700.00
Rock Embankment in Place	11,400 cu.yds.	3.00		34,200.00
Finishing Roadbed and Slopes	All Required			1,000.00
Trench Excavation	530 cu.yd.	3.00		1,590.00
Special Backfill in Drains	240 cu.yd.	7.00		1,680.00
Watering	110 M-gal.	3.00		330.00
SS-1 Asphalt in Watering	700 gal.	0.50		350.00
Stone Base	3,100 cu.yds.	4.25		13,175.00
3/4" - 0 Material in Base	420 cu.yd.	4.50		1,890.00
Class "B" Asphalt Concrete	830 tons	10.00		8,300.00
Class "D" Asphalt Concrete	150 tons	12.00		1,800.00
12-inch Culvert Pipe	200 lin.ft.	4.00		800.00
18-inch Culvert Pipe	500 lin.ft.	5.50		2,750.00
24-inch Culvert Pipe	4 lin.ft.	10.00		40.00
8-inch Drain Pipe	1,080 lin.ft.	2.75		2,970.00
Concrete Inlets, Type G-1	1 only	150.00		150.00
Concrete Inlets, Type G-2	2 only	160.00		320.00
Extra for A.C. Concrete Approaches	9 only	35.00		315.00
A.C. Concrete Curbs	440 lin.ft.	1.50		660.00
Guide Posts, W-1	26 only	8.00		208.00
Detour Wearing Surface	1,300 sq.yds.	1.75		2,275.00
			$	93,603.00
Flagging (57½% of Contractors Cost)	All Required		$	1,500.00
Tack Coat	All Required			100.00
Replace Water Supply	All Required			2,000.00
Seeding and Mulching	All Required			400.00
Slide Removal	All Required			7,500.00
Horizontal Drains	All Required			3,000.00
Lime Fill Vertical Drains	All Required			20,000.00
			$	34,500.00
	Subtotal		$	128,103.00
	Engr. & Cont.			12,810.00
	Total		$	140,913.00

Length of Contract 0.796 Mile

Cost Per Mile $177,026.38

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 635.00	365.00
Pioneer Mtn. Unit	265,315.00	168,342.00	96,973.00
Price Agreement No. 2	171,058.00	108,536.00	62,522.00
State Force Orders	4,400.00	2,791.00	1,609.00
Toledo Slide Correction	140,913.00	89,409.00	51,504.00
	$582,686.00	$369,713.00	$212,973.00
Authorized Fund Status			
All miscellaneous work not covered by this estimated	$ 62,314.00	$ 39,540.00	$ 22,774.00
	$645,000.00	$409,253.00	$235,747.00

Prefix: 21-1078
21-1071
21-4710 D

State Funds for Const.: Chap. 175, laws 1917;
Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

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Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
9 18

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-24-65

STATE: Oregon

COUNTY: Lincoln, Benton

PROJECT NO.: ER-168(1)

PROJECT REPORT NO.: ER-168(1)

6379

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Newport-Corvallis Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	3-26-65	2.615
RIGHTS-OF-WAY		
CONSTRUCTION	3-31-65	2.615
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 441,773	$ 280,304.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By L. R. Backlund

L. R. Backlund, Administrative Engr.

Date executed by Division Engineer SEP 24 1965

Oregon State Highway Department

Federal Aid
Project No. ER-168(1)

NEWPORT-CORVALLIS SECTION OF THE

CORVALLIS-NEWPORT HIGHWAY IN LINCOLN AND BENTON COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices, price agreement and extra work order.)

Salem, Oregon, September 13, 1965

Type Code P.E.

Preliminary Engineering			$ 1,000.00

Type Code 6201
Pioneer Mtn. Unit (Sta. 490+00 to Sta. 630+00)(Contract No. 6579)

Special Backfill in Drains	180 cu.yds.	$ 9.00	$ 1,620.00
Moving Costs	All Required		22,000.00
Power Shovel, 2½ C.Y.	155 hours	32.00	4,960.00
Power Shovel, 3/4 C.Y. with Attachments	440 hours	24.50	10,780.00
Loader, Front End (Wheel Type) 4 C.Y.	175 hours	35.00	6,125.00
Trucks, Dump, 10 C.Y.	2,300 hours	13.75	31,625.00
Tractor (200 H.P.) and "U" Dozer	2,000 hours	26.00	52,000.00
Tractor (150 H.P.) Dozer & Power Winch	800 hours	23.00	18,400.00
Tractor (75 H.P.) with Dozer	150 hours	15.00	2,250.00
Tractor, 2-wheel & 2-wheel Scraper (400 H.P.)	1,100 hours	38.00	41,800.00
Blade Grader (23,500 lb.)	50 hours	17.50	875.00
Drill, Track Mounted	140 hours	17.00	2,380.00
Air Compressor (600 cu.ft.) with Attachments	160 hours	16.00	2,560.00
Crane, Truck-Mounted, 35 ton	100 hours	27.00	2,700.00
Saw, Portable Chain, 36" Bar	170 hours	8.50	1,445.00
Explosives	13,500 lbs.	0.75	10,125.00
Laborer	550 hours	5.00	2,750.00
3/4" - 0 Material in Base	280 cu.yds.	6.00	1,680.00
Stone Base	1,500 cu.yds.	2.75	4,125.00
Class "B" Asphalt Concrete	500 tons	6.00	3,000.00
Furnish 24-inch Culvert Pipe	770 lin.ft.	5.95	4,581.50
Furnish 48-inch Culvert Pipe	240 lin.ft.	13.15	3,156.00
Furnish 6-inch Drain Pipe	145 lin.ft.	0.85	123.25
Furnish 8-inch Drain Pipe	1,300 lin.ft.	1.25	1,625.00
AC Concrete Curb	660 lin.ft.	1.25	825.00
Guard Rail	550 lin.ft.	4.00	2,200.00
Salvaging Guard Rail	300 lin.ft.	1.25	375.00
Guard Rail - Salvaged Guard Rail	300 lin.ft.	3.50	1,050.00
Type 2 Fence	130 rods	12.00	1,560.00
			$238,695.75

Seeding and Mulching	All Required		$ 2,500.00
			$241,195.75
			24,119.25
			$265,315.00

Length of Project - - - - - - - - - 2.615 Miles
Cost of Roadway Per Mile - - - - - $101,458.89

Price Agreement No. 2 Approved on Project No. F-150(1)
(Sta. 1608+00 to Sta. 1632+00)

Clearing and Grubbing	All Required		$ 4,500.00
Drainage Excavation	475 cu.yds.	$ 2.75	1,306.25
General Excavation	120,000 cu.yds.	0.40	50,400.00
Short Overhaul	200,000 yd.stas.	0.0075	1,500.00
Long Overhaul	100 C-yd.stas.	0.35	35.00
Finish Roadbed and Slopes	0.32 mile	1,200.00	384.00
Rounding Cutbanks	1,100 lin.ft.	0.20	220.00
18" Metal Drain Pipe, Asphalt Coated	330 lin.ft.	4.15	1,369.50
48" Half-Circle Steel Flume, Asphalt Coated	135 lin.ft.	12.00	1,620.00
6" Perforated Steel Drain Pipe, Uncoated	374 lin.ft.	2.00	748.00
10" Perforated Metal Drain Pipe, Uncoated	620 lin.ft.	2.40	1,488.00
12" Perforated Metal Drain Pipe, Uncoated	1,060 lin.ft.	2.85	3,021.00
Special Backfill in Drain	1,430 cu.yds.	7.00	10,010.00
Filter Blanket	840 cu.yds.	5.50	4,620.00
Quarry-Run Rock in Place	10,340 cu.yds.	5.50	56,870.00
Salvage and Reinstall Guard Rail Posts	115 each	8.00	920.00
Material in Subbase	3,600 tons	3.37	12,132.00
3/4" - 0 Material in Base	400 tons	3.95	1,580.00
Sprinkling	70 M-gals.	3.00	210.00
Asphaltic Concrete Mixture	300 tons	6.60	1,980.00
Asphalt in Mixture	18 tons	33.00	594.00
			$155,507.75
	10% Engr. & Cont.		15,550.25
			$171,058.00

Approved State Force Orders

SFO #1 MP 1 Storm Repair Labor, Equipment and Material	All Required	$ 4,000.00
	10% Engr. & Cont.	400.00
		$ 4,400.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 635.00	$ 365.00
Roadway	265,315.00	168,342.00	96,973.00
Price Agreement No. 2	171,058.00	108,536.00	62,522.00
State Force Orders	4,400.00	2,791.00	1,609.00
	$441,773.00	$280,304.00	$161,469.00
Authorized Fund Status			
All miscellaneous work not covered by this estimate	203,227.00	128,949.00	74,278.00
	$645,000.00	$409,253.00	$235,747.00

Prefix 21-1078
21-1071
21-4710D

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. ER-168(1)

NEWPORT-CORVALLIS SECTION OF THE

CORVALLIS-NEWPORT HIGHWAY IN LINCOLN AND BENTON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 30, 1965

Type Code FE

Preliminary Engineering			$ 1,000.00

Type Code 6201
Pioneer Mtn. Unit (Sta. 490+00 to Sta. 630+00)

Special Backfill in Drains	180 cu.yds.	$ 8.00	$ 1,440.00
Moving Costs	All Required		25,000.00
Power Shovel, 2½ C.Y.	155 hours	36.00	5,580.00
Power Shovel, 3/4 C.Y. with Attachments	440 hours	20.00	8,800.00
Loader, Front End (Wheel Type) 4 C.Y.	175 hours	25.00	4,375.00
Trucks, Dump 10 C.Y.	2,300 hours	18.00	41,400.00
Tractor (200 H.P.) and "U" Dozer	2,000 hours	32.00	64,000.00
Tractor (150 H.P.), Dozer & Power Winch	800 hours	25.00	20,000.00
Tractor (75 H.P.) with Dozer	150 hours	23.00	3,450.00
Tractor, 2-Wheel and 2-Wheel Scraper (400 H.P.)	1,100 hours	39.50	43,450.00
Blade Grader (23,500 lb.)	50 hours	20.00	1,000.00
Drill, Track Mounted	140 hours	20.00	2,800.00
Air Compressor (600 cu.ft.) with Attachments	160 hours	9.00	1,440.00
Crane, Truck-Mounted, 35 ton	100 hours	45.00	4,500.00
Saw, Portable Chain, 36" Bar	170 hours	8.50	1,445.00
Explosives	13,500 lbs.	0.75	10,125.00
Laborer	550 hours	5.00	2,750.00
3/4" - 0 Material in Base	280 cu.yds.	4.75	1,330.00
Stone Base	1,500 cu.yds.	4.50	6,750.00
Class "B" Asphalt Concrete	500 tons	12.00	6,000.00
Furnish 24-inch Culvert Pipe	770 lin.ft.	4.25	3,272.50
Furnish 48-inch Culvert Pipe	240 lin.ft.	13.50	3,240.00
Furnish 6-inch Drain Pipe	145 lin.ft.	1.25	181.25
Furnish 8-inch Drain Pipe	1,300 lin.ft.	1.50	1,950.00
A.C. Concrete Curb	660 lin.ft.	1.00	660.00
Guard Rail	550 lin.ft.	3.00	1,650.00
Salvaging Guard Rail	300 lin.ft.	1.00	300.00
Guard Rail-Salvaged Guard Rail	300 lin.ft.	1.00	300.00
Type 2 Fence	130 rods	10.00	1,300.00
			$268,488.75

Seeding and Mulching	All Required	$ 2,500.00
	Subtotal	$270,988.00
	10% Engr. & Cont.	27,098.00
	Total	$298,086.00

Length of Project - - - - - - - - - - - - 2.6.6 Miles
Cost of Roadway Per Mile - - - - - - - $113,947.24

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 50.00	$ 950.00
Roadway	298,086.00	14,900.00	283,186.00
	$299,086.00	$14,950.00	$284,136.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
All miscellaneous work not covered by this contract and the P.E.	$345,914.00	$17,300.00	* $328,614.00

*Note: This is a token financed project and does not constitute a firm commitment. These amounts will be revised to the full eligible pro rata when and if Federal funds become available.

RECEIVED
DEC 22 1965
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ER-168(1)

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6579

KLAMATH

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street
Salem, Oregon

DATE: December 20, 1965

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

M E Martin

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-168(1)
Newport-Corvallis Sections
Corvallis-Newport Highway

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 9, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs and associated permanent restoration work on 55.98 (intermittent) miles of roadway at a total estimated negotiated contract amount of $19,786.00 and State force account work amount of $21,051.00. Estimated emergency fund participation is to be (at regular pro rata share) or $25,911.00.

A finding regarding nonincidental permanent repairs on the project by State Forces was previously transmitted on May 25, 1965. We concurred in the contract awards for Pioneer Mtn. and Toledo Slide Sections on April 27 and November 9, 1965.

Enclosures

RECEIVED
DEC 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO Wencks.
Young
By Asst. State Hwy. Engr.
12-22-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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FOR FILING

RNC:jb

Newport to Corvallis
ER-168(1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PRO

(PPM 21-

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		ADT	PRESENT	FUTURE (66)–(70)	YEAR (71)–(72)				
	1	US 20 Newport to Corvallis			3,500	7,000	80				
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH Y (74)–(78)			
	PE, Restore Roadway Bit. Surf. & Strs.						65-1				
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME				
	Emergency Relief						Lincoln				
	NAME OF URBAN AREA 17-31						ROUTE NO.	FEDERAL-AID			
	Corvallis							22			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	FEDERAL FUNDS
	(1-15)	(16	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)–(76)
5					PE		US 20 Newport to Corvallis (MP 0.0 to MP 55.98)		1,000	50
5					ROW					
5					CONST (CODE)				387,000	19,950
								55.98*	388,000	20,000**

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16)–(23) (24)–(33)

*

**

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	3,500	7,000 (66) (70)	80 (71) (72)	08	Oregon	35 (2) (3)	090 (4) (9)	114 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	65-1 (72) (73)	(74) (75)	ER- 14 23	168(1) 7 13		(24) (26)	27

COUNTY NAME: Lincoln & Benton — CODE: 003 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	22 (32)	33 (36) (37)	20 (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (56)	(59) (66)	(67) (76)			
	1,000	50	950		PS & E preparation. Temp. work & perm. restor. or reconstr., rdwy. emb., minor & major strs., riprap, rock base & bit.surf. Remove slides & stabilize slide areas. (Work by State Forces and contract methods-negotiated, or regular.) ROW - 80' normal; Access Control - partial; Parking Restrictions - none.
	387,000	19,950	367,050		
55.98*	388,000	20,000**	368,000		
(16)	(23) (24)	(33)			

REMARKS: Damage to highway caused by severe rainstorms and resulting floods of Dec. 22, 1964 and Jan. 28, 1965.

* Intermittent Sections

** 5% Basis - to be increased to maximum pro rata when additional funds become available.

USCOMM DUSCOMM-DC 48905-P61

NEWPORT-CORVALLIS SECTION

PROJECT NO. ER-168(1)

Existing Facilities

Roadway: The existing highway consists of approximately 23 inches of 20'-22' asphaltic concrete or bituminous surface with 1' to 4' shoulders, 24 miles of 18' bituminous surface with 2' to 6' shoulders and 8.5 miles of 24' asphaltic concrete with 4' to 10' shoulders.

Structures: Within project limits are 2 steel, 11 concrete and 8 timber structures, length 2317'.

Project Data

The Corvallis-Newport Highway from the west end to Philomath traverses the mountainous terrain of the Coast Range. From Philomath to Corvallis the topography is rolling. The portion through the mountainous areas is located adjacent and parallel to several different streams. It crosses numerous others along its entire length requiring both minor and major structures.

The extremely severe rainstorms of Dec. 22, 1964 and Jan. 28, 1965 developed abnormal high flood waters in all of these and caused considerable damage to the highway at intermittent points throughout. This consisted of plugging and damage to minor drainage structures and ditches and the washout of roadway embankments, rock base, pavement and shoulders. Slides occurred at many points due to the highly saturated condition of the soil from the extreme rains. Between MP 11.0 and MP 13.5 located approximately 4 miles east of Toledo through a heavy construction section, several slides of major size developed which, in addition to removal, will require considerable corrective work for proper stabilization. Roadbed slippage and settlement also developed along a heavy fill section at approximate MP 30.5 due to the highly saturated condition of the fill and natural ground overtaxing the installed protective network of drain tile.

The proposed project consists of the necessary temporary work to restore traffic and the permanent restoration or reconstruction of the damaged facilities.

Approximate major quantities, or cost items generating the estimated cost of project are as follows:

Roadway Embankment & Slides	11,000 C.Y.	Slide Removal and Correction	
Pitrun Embankment Materials	47,000 C.Y.	(MP 11.0 to MP 13.5)	$300,000
Riprap	700 C.Y.	Debris, Danger Trees, Misc.	$ 2,500
Base Rock	2,000 C.Y.		
Asphaltic Concrete	1,000 Ton		

RECEIVED
DEC 3 - 1965

Form 1320-1
(11-63)
(Prev. by
A.O. 2048-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

E1-1-1(1)

KLAMATH BOE

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 29, 1965

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salen, Oregon

SUBJECT: Oregon Project ER 168(1)

Reference is made to Mr. L. H. Young's letter of November 10, 1965, requesting our acceptance of subject project, and transmitting necessary final documents on Pioneer Mountain Section, Contract No. 6579.

We are unable to make final acceptance of subject project at this time as there is still work remaining to be completed. A contract was recently let for the Toledo Slide correction work which is included in this project.

Our August 30, 1965 endorsement noted that all work under Contract No. 6579 was satisfactory. Acceptance of this project, ER-168(1) will be made upon satisfactory completion of all work included in the project.

Mr. Young's letter and attachments are being retained in our files.

NOTED
F. B. KLABOE

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
Please discuss
12-2-65

RECEIVED
NOV 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FN-16

6579

for Complete Set
See # 6653

cc: Mr. Edward Cooper
Mr. A. E. Reed
Mr. Ken Bowman
Mr. F. D. Morgan
Mr. L. L. Laible
Mr. C. M. Nelson
Mr. L. M. Young

JMM:fp srb

Form CD-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 12, 1965

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Reference is made to our memorandum of October 7, 1965 transmitting a copy of the subject report to your office.

In our memorandum we overlooked advising you that on Project ERFO-101(2) the daily records revealed that work was performed prior to Public Roads approval on Price Agreements No. 1, 3 and 5 as follows:

P.A. 1 - ¼ ton pickup	Approved 4/1/65 - Work performed 3/29 to 3/31	24 hrs.
P.A. 3 - Wind machine	Approved 4/15/65- Work performed 3/31 to 4/14	132 hrs.
P.A. 5 - Air compressor	Approved 4/14/65- Work performed 4/7 to 4/13	38 hrs.

Summary:

P.A. 1 - 24 hours @	$1.50	= $ 36.00
P.A. 3 -132 hours @	1.00	= 132.00
P.A. 5 - 38 hours @	5.30	= 201.40
Total Amount		$369.40

This amount should be transferred to non-participating.

Please advise when this has been done and we would also appreciate your comments on the recommendations contained in the inspection-in-depth report.

Orig to Mason
Copy to Young
10-13-65

Routing: Morgan, Decker, Bond, Barbee, Walker, Glenn, Swan

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 1965
CONSTRUCTION
DIVISION

Morgan - please F/U comment
Dick

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 12 1965
FOR FILING
ER-168(1)
6579

October 12, 1965

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

Contract No. 6579 awarded to C. R. O'Neil for grading and paving on the Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County was completed on July 31, 1965, and accepted by the Highway Commission on October 11, 1965.

Final payment in the amount of $12,719.64 will be released to the contractor after October 19, 1965. The total contract amount is $197,086.77 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc
cc C. R. O'Neil
Route 2, Box 93
Creswell, Oregon

Great American Insurance Co.
2930 Ninth Avenue
Seattle, Washington 98121

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 12 1965
FOR FILE

ER-168 (.)

6519

October 11, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed July 31, 1965, on Contract No. 6519. The contract was with C. E. O'Neil and was for grading and paving on the Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective October 11, 1965, and that you concur in this procedure at the Commission meeting on November 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. E. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. M. Mgleon
R. D. Asbury

bg

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 7, 1965

In reply refer to: 08-35.DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Attached herewith is a copy of the subject report.

Please note the recommendations on page 4 and take action if you deem appropriate.

Attachment

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D
(5-64).

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
6	6 Eugene	See below.

DATE OF INSPECTION July 22, (Cont'd, 27, 28, 29) | PHASE(S) INSPECTED Equipment and soil bio-engineering

INSPECTION MADE BY W. R. Nichols, et al | IN COMPANY WITH State Highway Engineer

REPORT PREPARED BY W. R. Nichols, Assistant Area Engineer

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Slope Drainage Facilities.

CONTRACTOR (Name and address)	CONTRACT AMOUNT
See below.	$ See below.
	PROJECT STATUS (Percent complete)
	See below.

LOCATION

See below.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

INSPECTION-IN-DEPTH [illegible] PROJECTS

Inspection time - 24 hours
Travel time - 24 hours
Write-up - 8 hours

Purpose of Inspection - The inspection was made to check the State's equipment rental procedures on Emergency Relief projects.

Projects Inspected - This inspection covered projects in every Division of the State Highway Department except Division 4. There were no equipment projects in progress in that Division. The following projects were inspected:

Project No.	Project Name	Contract No.	Contract Amount	Contractor
ERFO 101(2)	Calapooia-Pine Cr. Canal Cut., Willamette Hwy.	6555	$1,444,691.00	Rogers Constr. Co., Portland, Ore.
ERFO 103(1)	Sunline Cr.-North Santiam Div. Sec., Santiam Hwy.	6557	1,434,119.00	White Bros. Contr. Co. & Chas-Hansen, Inc., Walla Walla, Wash.
ER 106(1)	Tilton Canyon Sec., Tilton Canyon-Wasco Hwy.	6572	156,710.00	Rogers Constr.Co., Portland, Ore.

(more)

USCOMM-DC 6221-P64

Projects Inspected (cont.) Page 2

Project No.	Project Name	Contract Time	Payment Amt.	Contractor
NR-111(4), NMO 111(4) & NR 137(1)	Marks Jr.-John Day Hwy Jct. Sec., Canyon Hwy. thru Prineville-Crooked Riv. Sec., Prairie Hwy.	0512	$ 70,060.10	Roy Workplace Street Const. Co.
NR-121(1)	Smith Bridge-Yellow Cr. Sec. of Mitchell-Dayville Hwy.	0615	535,107.00	C. M. O'Neil Cresswell, Ore.
NR-153(1)	Summer Lake-Valley Falls Sec., Fremont Hwy.	0620	82,057.20	Dad Stump
NR-154(1)	Warner Summit-Crosser Reservoir Sec., Warner Hwy.	0621	91,455.00	Washington County Co., Sheridan, Ore.
NR-166(1)	Pioneer Mountain Sec. Prineville-Monroe Hwy.	0519	218,695.75	C. M. O'Neil Cresswell, Ore.
NMO-100(2)	Prineville Jr.-Willow-Jackson Cr. Sec., Mt. Hood Loop Hwy.	0527	405,001.90	Rogers Constr. Co. Portland, Ore.

The project status for the various projects was as follows:

Project No.	Percent time Elapsed	Project Complete
NMO-101(2)	68	40
NMO-105(1)	68	93
NR-106(1)	150	99+
NR-111(1)-NMO-111(2) & NR-137(1)	83	87
NR-121(1)	86	14
NR-153(1)	95	92
NR-154(1)	95	83
NR-166(1)	96	92
NMO-100(2)	45	5

Inspection Party

L. A. Nichols acted as the team leader and was present on the inspection of all the projects. The other personnel on the inspection parties were as follows:

NMO-101(2) - Clyde Dike, Auditor, BIA
Will Anderson, Assistant Engineer, CSHD

(more)

Inspection Party (cont.)

BRMO-105(2) - Clyde Pike, Auditor, DPA
J. L. Lowder, Area Engineer, DPA
Ed J. Kelly, Resident Engineer, OSHD

BR-109(1) - Clyde Pike, Auditor, DPA
Richard S. Hawkins, Resident Engineer, OSHD

BR-111(1), BRMO-112(2), BR-137(1) -
Clyde Pike, Auditor, DPA
J. L. Lowder, Area Engineer, DPA
Robert H. Clark, Assistant Engineer, OSHD

BR-121(1) - Cecil Babcock, Auditor, DPA
M. E. Martin, District Engineer, DPA
Paul Riehl, Area Engineer, DPA
John R. Hagstrom, Jr., Assistant Engineer, OSHD

BR-153(1) - Clyde Pike, Auditor, DPA
C. V. Christianson, Asst. Area Engineer, DPA
Jim Fluman, Division Engineer, OSHD
E. J. Dunn, Resident Engineer, OSHD

BR-154(1) - Same as BR-105(1).

BR-160(1) - Cecil Babcock, Auditor, DPA
M. E. Martin, District Engineer, DPA
Glenn Hosenor, Area Engineer, DPA
Ray Asberry, Division Engineer, OSHD
W. E. Owens, Assistant Engineer, OSHD

BRMO-205(2) - Clyde Pike, Auditor, DPA
William Trabb, Area Engineer, DPA
L. H. Bryant, Asst. Area Engineer, DPA
Rowland S. Hawkins, Resident Engineer, OSHD

SUMMARY

(1) The General Daily Progress reports were quite complete except that specific pieces of equipment used during the day were not listed in detail.

(2) The pay quantities were kept current on reliable forms. These forms were signed daily by authorized representatives of both the contractor and State, indicating agreement as to the quantities shown. This practice should be commended in that it should eliminate substantially all possibilities of pay disputes.

(more)

Summary (Cont.)

(3) The documentation as to whether the equipment on the project met specification requirements was generally incomplete. However, it must be noted that all the equipment observed by the writer equalled or exceeded specification requirements.

Recommendations

(1) The equipment used should be completely itemized on some type of permanent record. In order to facilitate this it is to be suggested that it be specified that the contractor be required to give a list of his equipment on the project. The list should include his number or other suitable identification and the rating of the equipment.

(2) The dates when a piece of equipment is brought to and removed from the project should be noted on a permanent record. Perhaps it could be noted on the above suggested list.

Project Documentation

According to all the resident engineers there was no directive issued from the Central Office as to the method or type of records which should be kept. Consequently each resident devised his own method of keeping records on equipment, with the advice of the State's Division offices in some cases.

Field Documents

The initial record on all the projects except M-106(1) was the form "Contract Daily Progress Report" (Exhibit M). This report is completed by the field inspector. In general, the reports contained information as to the number of each type of equipment and laborers, the contractor's hours and a narrative. In addition to the work in progress, the narrative usually contains a general description of the equipment used, and pertinent operations such as equipment breakdown time, etc. As mentioned above, this form was not used on Project M-296(1), however the same data is kept in the inspector's diary.

It is the writer's opinion that the field inspectors have done an excellent job in maintaining a complete record of the activities on this form and in their diaries. Only in one instance was it noted that equipment had been paid for without mention of the equipment or the type of operations in which the equipment would be used in the progress report. There is one area in which it appears there could be improvement made in documentation. That is where several pieces of the same type of equipment, such as dump trucks or bulldozers, are used, the inspectors often just note "D8 tractor and 4 dump trucks working - - - ". Since this report is a basic record it could eliminate future disputes if each piece of equipment were positively identified by contractor's number or other suitable item of identification.

(more)

The resident engineer on project DA-101(2), i.e. Daily, had the inspectors give this information in detail plus the names of the laborers and operators, i.e. their signals. But the inspector on DA-102(2) obtained this information but it was kept a piece of paper and was not made a part of the permanent records. Mr. Anderson instructed Daily orally during the inspection that the information was to be henceforth kept in the inspector's diary.

In addition to the General Daily Report the inspector on DA-101(1) kept a diary, and the inspectors on DA-102(2) and DA-103(2) kept the daily Equipment List on hand a Monthly "Daily Inspection Report" (Example 2).

Two other types of information which, if properly documented, might eliminate future disputes were noted in our field visits. One is in case a particular piece of equipment is moved to and from the project. The other is a substantial daily breakdown of the equipment. Both types of information could be kept on one form. It was possible to document a case where some of the equipment was moved to and from the project from information in the diaries, etc. However, it appeared that the information was far from complete on most of the projects. The Resident Engr. on DA-101(1) had requested the contractor to supply such a daily equipment list from his contractor. It was not current but it did give all the desired information on each piece of equipment.

In an attempt to eliminate future disputes about pay quantities, all the Residents used a daily form upon which the hourly basis pay items were summarized. Form D-102(7-63), Record of Force Account Work (Example 3) was used on all projects except one. The other two projects had a large number of pay items so the Residents devised own forms. Examples 4 and 5 were used on projects DACW-101(1) and DA-121(1), respectively.

In all cases the record for each day was signed not later than the following day by the authorized representatives of the State and contractor. The signatures indicated complete agreement on the recorded information. The amount paid to the contractor is based on the information shown in this report.

Summary of Items

The items are summarized on the daily record sheets for projects DACW-111(2) and DA-121(1) as can be seen in Examples 4 and 5. A tabulation showing the hourly double time pay on projects DACW-103(2), DA-111(1), etc. and DA-102(2). Some minor discrepancies in these details were found. However, the errors found had been checked and normally errors are found and corrected at that time.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

FORM P-476 (10-64)

GENERAL DAILY PROGRESS REPORT

DATE Thursday 7-7-65

SECTION SMITH BR. - YELLOW C.C.

HIGHWAY ELKTON - SUTHERLIN

CONTRACTOR C.R. O'NEIL

WEATHER CLEAR

CONTRACT NUMBER 6585

F. A. NUMBER ER-121(1)

PREFIX 110-1007

EQUIPMENT

BULLDOZERS 2	BLADE 1	[illegible] 3	
ROLLER	SHOVEL 1	TRUCKS 1 - FLATBED	
COMPRESSOR 2	CRANE	MIXER	
DISTRIBUTOR	PAVER	WATER WAGON 1	
JACKHAMMER 2		EUCLID END DUMP 3	
WAGON DRILL 1			

LABOR

OPERATORS 17 LABOR 3 SUPERVISION 1 - SUPT.

SUPERVISOR 1

	1 CLEARING	2 DRAINAGE	3 GRADING	4 TOPSOIL	5 FENCE	6 SPRINKLING	7 [illegible]	8 PAVING	9 FLAG	10 UTILITIES
SHIFT START			7:00 AM						7:00 A.M.	
SHIFT END			4:30 PM						4:30 P.M.	
SHIFT START										
SHIFT END										
SHIFT START										
SHIFT END										

KIND OF WORK, AMOUNT, STATION, EQUIPMENT, LABOR (CONTRACTOR, UTILITIES, AND R. R.)

D9 dozer loading three 631 scrapers at Sta. 512-521 left; and hauling to Sta. 540 left. CL dozer helping in pit with ripper. One D8 (#17) dozer placing material on the fill. One dozer at Sta. 520. Blade is putting slope & maintaining haul roads. 80D shovel loading 3 Euclid end dumps at Sta. 517 left, and also hauling to Sta. 540 left. One D8 (#32) dozer working on rock slide at Sta. 510 left working at Sta. 515 right. Two jackhammers working at Sta. 560 and one wagon drill at Sta. 570. Three laborers stockpiling salvaged guard rail posts.

COMMENTS AND INSTRUCTIONS TO CONTRACTOR:

[illegible]
INSPECTOR

Example # 2

Form E-210—10M
State Printing

OREGON STATE HIGHWAY DEPARTMENT

Daily Progress Report

SURFACING AND OTHER ROCK CRUSHING JOBS

Section ..... Report No. .....

Highway ..... Date .....

County ..... Job Prefix ..... Contract No. .....

Contractor ..... Quarry or Pit .....

Kind and Grade of Material	Cubic Yards			Location of Today's Deposits	
	Previous	This Date	Total	Station to Station	
TOTALS					

Show separately the quantities of each kind and grade of material. Make a separate series of reports for each quarry or pit. Send original copy to Salem office and duplicate copy to Division Engineer.

..... Inspector

OREGON STATE HIGHWAY DEPARTMENT

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

FHWA 1273 (7-63)

CREW NAME

DATE

FORCE ACCOUNT NUMBER

CONTRACT NUMBER

ORDER NO.

Sheet ___ of ___ SHEET

SUBCONTRACTOR

LABOR, MATERIALS & EQUIPMENT

NAME	CLASS	RATE	HRS.	WORK LOCATION

OREGON STATE HIGHWAY DEPARTMENT — EQUIPMENT RENTAL REPORT

SECTION Oakridge - Salt Creek Tunnel — CONTRACT NO. 6553

HIGHWAY Willamette — PROJECT 20 - 1014

CONTRACTOR [illegible] Construction, Inc. — DATE

BID ITEM	NO. USED THIS DATE	TOTAL HOURS BROUGHT FORWARD	HOURS THIS DATE	TOTAL HOURS
2. Blade Grader				
3. Tractor (135 H. P.), Dozer				
4. Tractor (105 H. P.), Dozer and Winch				
5. Tractor (75 H. P.), Dozer				
6. Power Shovel, 2½ C. Y.				
7. Power Shovel, 3/4 C. Y.				
8. Crane, Truck Mounted, Dragline				
9. Trucks, Dump, 6 C. Y.				
10. Trucks, Dump, 10 C. Y.				
11. Trucks, Dump, 20 C. Y.				
12. Trucks, Flatbed, 1½ Ton				
13. Trucks, Pickup, 3/4 Ton (Without Operator)				
14. Trucks, Sprinkler, 4,500 Gal., with Pump				
15. Loader, Wheel Type, 3/8 C. Y.				
16. Loader, Wheel Type, 1 C. Y.				
17. Loader, 4 Wheel Drive, 4 C. Y.				
18. Loader, Crawler, 2 C. Y.				
19. Roller, Vibratory, with Power				
20. Roller, Grid, with Power				
21. Tamper, Gasoline Engine, Hand Operated				
22. Pump, Portable, 3 - 4 inch				
23. Saw, Portable Chain, Minimum 36 inch Bar				
24. Wagon Drill, 3½ inch Rubber Tired with Compressor				
25. Explosives		lbs.	lbs.	lbs.
26. Foreman				
27. Laborers				

Contractor's Rep. _____ Inspector _____

REPORT NO. Mtn0 - Loc 2) REPORT NO. _____

Ex 4A

OREGON STATE HIGHWAY DEPARTMENT DAILY REPORT EQUIPMENT RENTAL PROJECT

PRICE AGREEMENT ITEMS

SECTION Oakridge - Salt Creek Tunnel CONTRACT NO. 6553

HIGHWAY Willamette DIVISION 20 - 10L4

CONTRACTOR Fazon Construction, Inc. DATE

PRICE AGREEMENT NO. ITEM	NO. USED THIS DATE	TOTAL HOURS PREVIOUSLY REPORTED	HOURS THIS DATE	TOTAL HOURS
P.A. #1 1/2 Ton Pickup				
P.A. #2 3,700 gal. Water Truck				
P.A. #3 Windmachines				
P.A. #4 Jackhammers				
P.A. #5 210 Air Compressors				
P.A. #6 Overtime Sprinkling				
P.A. #7 2 1/2 yd. Shovel/Backhoe				
P.A. #9 SS-1 Asphalt				
P.A. #10 Loader 4 Wheel Dr.				
P.A. #11 Tractor with Ripper				
P.A. #12 4 yd. Shovel				

Contractor's Rep. _____ Inspector _____

PROJECT NO. [illegible] REPORT NO. _____

OREGON STATE HIGHWAY DEPARTMENT

ER-121(1)

PROJECT: Smith Bridge-Yellow Jr. Sect.
HIGHWAY: Elkton-Sutherlin
CONTRACTOR: C. J. O'NEIL

PREFIX: 110-1007
CONTRACT: 6585

DAILY RECORD OF WORK PERFORMED
MONTH JULY YEAR 1965

ITEM	DATE 6 MON.	7 TUE.	8 WED.	9 THUR.	10 FRI.	11 SAT.	WEEKLY TOTALS	TOTALS TO DATE
Moving costs								
Blade grader	11	9	9	9	9	-	36	134
Tractor with dozer	11	27	27	17	21½	16	111½	609
Tractor with dozer, rake, winch	11	8½	7½	5	9	-	30	138½
Scraper	11	24	27	27	21	-	105	363½
Power shovel	11	8½	9	9	9	-	35½	168½
Loader, front end								
Backhoe								
Grid roller with tractor								
Trucks, dump	11	-	9	9	9	-	20	56
Trucks, flatbed	11	9	9	9	9	-	36	81
Wagon drill	11	12½	5	3	2	-	22½	117½
Jackhammer	11	-	10	3	7	-	20	40
Air compressor, 105 cfm	11	-	10	3	7	-	20	374
Air compressor, 600 cfm	11	10½	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	11	80½	71	76	71	24	321½	1592
Powderman	11	9	9	9	9	-	36	123
EUCLID END DUMP	11	10	27	27	27	-	106½	413½

MONTH JULY YEAR 1962

ITEM	5 Mon.	6 TUE.	7 WED.	8 THUR.	9 FRI.	10 SAT.	TOTAL HRS.	TOTAL DAYS
Moving costs								
Blade grader	H	9	9	9	9	-	36	134
Tractor with dozer	H	27	27	17	21½	16	110½	609
Tractor with dozer, rake, winch	H	5½	7½	5	9	-	30	138½
Scraper	H	24	27	27	27	-	105	365½
Power shovel	H	8½	9	9	9	-	35½	168½
Loader, front end								
Backhoe								
Grid roller with tractor								
Trucks, dump	H	-	2	9	9	-	20	56
Trucks, flatbed	H	9	9	9	9	-	36	21
Wagon drill	H	12½	5	9	2	-	22½	117½
Jackhammer	H	-	10	3	7	-	20	40
Air compressor, 105 cfm	H	-	10	3	7	-	20	57½
Air compressor, 600 cfm	H	-	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	H	24½	71	76	71	24	201½	1592
Powderman	H	9	9	9	9	-	36	123
EUCLID END DUMP	H	27	27	27	27	-	108½	413½

ITEM NO. 6

FORM CD-166 (7-20-00)

Equipment Rental Policy

The purpose of this policy is to provide guidelines for the rental of equipment to employees and the general public.

The rental of items for personal use will be approved at the discretion of the Equipment Manager and on the availability of the item.

The project shall retain all the child records and schedules to be kept with the final records for the project.

The contract terms for multiplexed plan shall be the approval of this Agreement shall be recorded on multiplexing cost with the records and on the final invoice (P.O.).

FORM S-30 SOM 2-66 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1965

SUBJECT: File No. R/W 745
Pioneer Mountain Section
Corvallis-Newport Highway
Lincoln County

To: Floyd Query
Secretary
State Highway Commission
B U I L D I N G

Under Item 1-d(2), August 23, 1965, the Oregon State Highway Commission approved the conveyance of 2.87 acres of land to Lincoln County for the consideration of $1.

A Relinquishment of Title has been prepared and is attached in duplicate for execution by the State Highway Commission.

After the instrument has been executed, will you please return the original copy to this office in the usual manner for further handling.

W. H. HASKIN
Property Manager

sp

Attachments - 2

APPROVED BY HIGHWAY COMMISSION
DATE Aug 23 1965 Agenda item 1d-2
Floyd Query
Secretary

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Pioneer Mountain	WEEK ENDING: 3 Sept., 1965	
	SECTION PREFIX: 21-1078	
HIGHWAY: Corvallis-Newport	COUNTY: Lincoln	
NAME OF JOB: Pioneer Mountain Section	KIND OF WORK: Grading & Paving	
CONTRACTOR: C. R. O'Neil	CONTRACT NUMBER: 6579	FEDERAL AID PROJECT NUMBER: ER-168(1)
DATE OF CONTRACT: April 27, 1965	DATE WORK STARTED: May 3, 1965	ESTIMATED COMPLETION DATE: July 31, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $271,345.21	SPECIFIED COMPLETION DATE: August 1, 1965	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $252,049.56	ENGINEERING AUTHORIZATION: $19,295.66	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $209,674.47	ENGINEERING COST TO DATE: $10,224.79	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 83
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 17 %	PERCENT OF AUTHORIZATION: 53 %	DATE PROJECT WAS COMPLETED: July 31, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.51				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.51				
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear			
TUESDAY	Foggy-Clear			
WEDNESDAY	Overcast			
THURSDAY	"			
FRIDAY	Clear			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work performed by Contractor.
TUESDAY	Same as Monday
WEDNESDAY	Same as Monday.
THURSDAY	Same as Monday.
FRIDAY	Same as Monday.
SATURDAY	

REMARKS

Semi-final Estimate will be ready for turn-in to Salem office by middle of next week.

This is the final weekly report.

SIGNED W. E. Lemmitz LOCATION Newport, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
AUG - 4 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-168(1)
6579

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 11, 1965

RECEIVED
AUG 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 31, 1965, on Contract No. 6579, Pioneer Mountain Section, in Lincoln County, in connection with Federal-Aid Project No. ER-168(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: August 30, 1965

Conditions noted on above date:

Contract work considered acceptable, based on final inspection of August 4, 1965.

A. W. Parsons
Division Engineer

By: ME Martin
M. E. Martin
District Engineer

REFERRED TO
Young - Morgan
By Asst. State Hwy. Engr.
9-2-65

RECEIVED
JUL 23 1965
FOREST SERVICE

Form CD-121 (11-63) (Fmrs. Bu. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: ER-168(1) Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 23, 1965

In reply refer to: 08-35.4-DB

FROM: 6579 A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-168(1)
Pioneer Mtn. Section - Contract No. 6579
State Force Order No. 1

Reference is made to your letter dated July 16, 1965 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work contemplated under the order.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
JUL 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—8M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 9 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 1

Project Name Pioneer Mountain Date July 2, 1965

Highway Corvallis-Newport Contract No. 6579 F. A. Project No. ER-168(1)

County Lincoln Prefix 21-1078 Account No. 224 & 238

Description of Work To Be Done:

Grass seeding, fertilizing and mulching to be done by State erosion control crews on cut and fill slopes where necessary throughout the project as protection against erosion and for roadside improvement.

Location by Station Numbers:

As required between stations 490+00 and 630+00

Estimate of Quantities and Costs:

12½ acres seed and fertilize at $50/A	$625.00
12½ acres mulching at $150/A	1,875.00
	$2,500.00 TOTAL

Explanation:

State is equipped to do this work with special equipment that will be a saving of public funds. Funds totalling $2,500 are provided for and approved in project authorization. This work has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 271,345.21
Present estimate of project cost, including $ 2,500.00 for work under this order	$ 271,345.21
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Wendell E. Schwartz, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: Garald Wimer Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
MAY 4 1965
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

April 29, 1965

08-35.2-EC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project ER-168(1)
Pioneer Mountain Section
Grading and Paving

As requested in Mr. Young's letter of April 28, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of April 27, 1965 in the award of contract No. 6579 to C. R. O'Neil, of Creswell, Oregon, low bidder in the amount of $238,695.75 at the April 20, 1965 bid opening.

rights young
5-4-65

RECEIVED
APR 26 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

EE 16-2(1)
6714

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 28, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Gentlemen:

The State Highway Commission on April 27, 1965, awarded to you State Highway Contract No. 6079 for the following project:

Slide correction on Pioneer Mountain Sec. of Corvallis-Newport Highway in Lincoln County.

This award was based on your bid of $298,695.75 which was submitted to the Commission on April 20, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

APR 8 - 1965
FOR FILING

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

April 4, 1965

Original signed by
T. Doe
Eng. Coordinator

A. W. Barsema, Division Engineer
Salem, Oregon

By T. Doe, Engineering Coordinator

Oregon Emergency Program - Flood of December 1964 & January 1965

Our program approval memorandum of March 26, 1965 for Item 114, ER-168(1), US 20 Newport-Corvallis Highway, inadvertently overlooked authorization of preliminary engineering. Therefore the P.E. is authorized effective March 26, 1965.

ahjk yeung
4-8-64

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

March 31, 1965

Original signed by
M. E. Martin
Dist. Engineer

08-35.2-08

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project ER-168(1)
Pioneer Mtn. Unit, Newport-Corvallis Section
Grading and Paving

P. S. & E. documents for the subject project have been reviewed and are hereby approved with the understanding that you will make any corrections necessary following completion of our review. You are authorized to advertise the project for bids for a period of 19 days. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way has been acquired or rights-of-entry obtained as indicated in Mr. Wright's and Mr. Litchfield's March 30, 1965 reports with the following exceptions:

File No. 37799	-	Cook	$ 125
File No. 37800	-	Moore	1,655
			$ 1,780

We understand that the above parcels may not be available for occupancy and contractor's use by the probable date of award. Should this develop you should so notify prospective bidders by an appropriate additional special provision. Under such circumstances it would also be necessary for your department to provide the statement required by subparagraph 7c(4) of PPM 21-12 in addition to the normal statement required by subparagraph 19f(3) of PPM 21-6.3 prior to our concurrence in award.

The use of the Standard Specifications for Highway Construction - 1964, the Standard Specifications for Asphalt Concrete (Revision of 1-1-65), and the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64, and Section 300 - Asphalt Concrete Pavement, dated 12-1-64, Supplemental Standard Specification is approved for use on this specific project.

Attachment

RECEIVED
APR 1 - 1965
FOR FILING
EI 168 1
6577

March 31, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Complete PS&E documents have been furnished your department for the Pioneer Mountain Section, Project No. ER-168(1) and accordingly, we are requesting your authorization to advertise for bids to be received April 20, 1965.

We hereby request your approval of a minimum advertising period of 19 days for this specific project.

There is hereby incorporated by reference, as a condition of approval of this project by the Bureau of Public Roads for Federal-aid participation, the language specified by Section 60-1.3 (b)(1) of the regulations of the President's Committee on Equal Employment Opportunity (as adapted by the Bureau and set forth on pages 12-H through 12-K, of the Labor Compliance Manual, Federal-aid Construction); and such specified language will be set forth in full in the project agreement.

In compliance with IM 40-3-62, specific single materials or products called for in the specifications of the above project have been justified and were approved by your letter dated March 9, 1964, subject: "IM 40-3-62 Product Selection and Bidding Procedures".

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the over-all interests of the public in Federal-aid highway programs and programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding the project. The project does not affect any of the above-mentioned resources.

We are forwarding the following Status Reports:

1. Right of Way Status Reports dated March 30, 1965.
2. Utility Status Report dated March 30, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

D.L.R:mmb

(Wash. Off. Monthly Trans. No. HP-3-10-05)

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

March 26, 1965

08-35.3-1C

A. U. Parsons, Division Engineer
Salem, Oregon

Original signed by
T. Dec
by T. Dec, Engineering Coordinator

Oregon Emergency Program - Flood of December 1964 & January 1965

Our Washington office has reviewed and approved the below listed project on the subject program, effective March 24, 1965:

Item	Project	Location
114	SR-168(1)	US 20 - Newport-Corvallis

This project shall be governed by FPM 23-1.

This approval is given with token financing in the amount of 5% of emergency funds with the understanding that the Federal share may be subject to increase to the regular percents if and when additional emergency funds become available. However, this approval cannot serve as a commitment or obligation on the part of the United States to provide such additional funds.

Federal Emergency Funds approved to date are summarized as follows:

	63%		100%	
	63% funds	token funds	100% funds	token funds
Previous	$717,500	$273,265	$3,099,660*	$ 239,330
This action	0	32,250	0	0
New balance	$717,500	$305,515	$3,099,660*	$ 239,330
Totals	$1,023,015		$3,338,990	

*Includes $1,635,000 under agreement by Public Roads and $169,500 for Indian Reservation Roads.

The total estimated cost for this project is $645,000.

APPROVED
LLOYD E. SHAW

Copies To Files
4-1-65

RECEIVED
MAR 19 1965

ER-168(1)

March 18, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: ER-168(1)
Newport-Corvallis Sec.

Dear Sir:

Request is hereby made to modify the program on Item 114, ER-168(1), Newport-Corvallis Section, to accommodate a later and more accurate estimate from that originally submitted by Mr. Young's letter of March 4, 1965. The PR-1 should be changed from:

	Total Estimated Cost	Federal Funds	State Funds
PE	$ 1,000	$ 50	$ 950
Construction	387,000	19,950	367,050
	$388,000	$20,000	$368,000

to:

	Total Estimated Cost	Federal Funds	State Funds
PE	$ 1,000	$ 50	$ 950
Construction	644,000	32,200	611,800
	$645,000	$32,250	$612,750

On the reverse side of the PR-1 under "Approximate major quantities or cost item generating the estimated cost of the project are as follows:" The first item should read "Roadway Embankment & Slides - 245,000 c.y."

Very truly yours,

Forrest Cooper
State Highway Engineer

By R M Chase

for L. N. Young
Office Engineer

RMC:mb

RECEIVED
MAR 17 1965
FOR FILING

FORM S-30X—30M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1965

To: Mr. F. D. Morgan
Construction Engineer
Department

SUBJECT: Slide Correction
Pioneer Mountain Section
Corvallis-Newport Highway

Several slides occurred on the subject section during the January 28 flood. These slides have been inspected with B.P.R. Area Engineer Glenn Hoesmer. He agrees in general with our plan to correct these slides by an equipment rental contract, special provisions for which are attached.

Also attached is a March 12 letter from Resident Engineer W. E. Schwartz explaining the reasons for the equipment chosen for this work, an estimate of cost, a set of plans on which the proposed work has been indicated, a roll of cross-sections and a roll of obsolete cross-sections with letters explaining a previously proposed rock inlay on the summit slide.

Assistant State Highway Engineer Tom Edwards has asked that this project be contracted as soon as possible. Would you please have this done. It would be my thought that the plans could be prepared this week, the project advertised on a two week's notice and bids taken April 6. If this were done, there would undoubtedly be time to negotiate for the right of way needed, and in the meantime permits of entry should be secured on the parcels needed.

R. D. Asburry
Division Engineer

By
G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Tom Edwards

NOTED
TOM EDWARDS

ER-118(1) Brown Br. over N. Umpqua River, Garden Valley Road 1965

#6580

C9A2814

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (9-64)

HIGHWAY DEPARTMENT INVOICE

NO. 97271

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-9-68	CC 1146		510-1011-797

RECEIVED
DEC 10 1968
ENGINEER
COUNTY & CITY DIVISION

- Douglas County
- Board of Commissioners
- Courthouse
  Roseburg, Oregon 97470

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: George Grubb, County Engineer			
Final Billing: Brown Bridge (paving) Section, FAS 800, SR-116 (1). Covered by agreement dated March 11, 1965.			
County advance deposit		3,100.00	
Less amount previously transferred		2,100.00	
			1,000.00
County share of construction costs		2,705.56	
Less amount previously transferred		2,100.00	
			605.56
To be refunded			394.44

ACKN

By

NOTED
RICHARD UNREIN

NOTED
DON FARWELL

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 97270

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-9-68	CC 1145		510-1005-997

RECEIVED
DEC 10 1968
ENGINEER
COUNTY & CITY DIVISION

Douglas County
Board of Commissioners
Courthouse
Roseburg, Oreg. 97470

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: George Grubb, County Engineer			
Final Billing: Brown Bridge (structure) Section, FAS 800 - 28-118 (1). Covered by agreement dated March 11, 1965.			
County advance deposit		82,300.00	
Less amount previously transferred		67,300.00	
			15,000.00
County share of construction costs		71,306.06	
Less amount previously transferred		67,300.00	
			4,106.06
To be refunded			10,893.94

AUDITED
By

NOTED
S. COX

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

AUG 16 1968

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PRE-AUDIT INELIGIBILITY NOTIFICATION

NO. 35-68-PIN-10

STATE	COUNTY
Oregon ER-1120(1)	Douglas
F. A. PROJECT NO. ER-11(2) 6520	**STATE CONTROL SECTION OR PROJECT NO.** County FAS Routes

TO: Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

1. C. H. Maison, Controller
2.
3.

Orig & Maison 8-16-68

ITEMS IDENTIFIED BELOW ☐ OR ON ATTACHED SHEET ☒ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

Audit Report 69-835-3
Finding No. 1 attached

Deduction at prorata will be made when final voucher processed for payment.

INELIGIBLE $ 377.08
(IF APPLICABLE)

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION.

EXCEPTIONS DESCRIBED ON NOTIFICATION NO. _____ NOW ELIGIBLE.
REFERENCE:

REMARKS:

SIGNATURE	TITLE	DATE
L. R. Backlund	Administrative Manager	8-13-68

*STRIKEOVER IF NOT APPLICABLE

DPO 937-262

ITEM (1) - DOUGLAS COUNTY, ER-118(1)

FINDINGS

Work Performed Prior to Authorization

The following costs were incurred prior to December 22, 1964, the date of authorization by the Administrator to the State Highway Department to proceed with the project:

Labor	$ 238.84
Equipment Rental	138.24
TOTAL	$ 377.08

This deficiency was discussed with the County Engineer who agreed that the above costs totaling $377.08 were incurred prior to authorization and, therefore, erroneously claimed.

Woodbow - EES

STATE COPY

Monthly transaction number: 3-7	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Douglas
Modification number: 1 6580	2-20-67	Project number: ER-118(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 543,891.00	$ 518,414.00
Federal funds	$ 345,098.00	$ 328,993.00
Other revisions		

This modification is made for the following reasons:

Based on revised estimate including approved work orders and county billing.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of February, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahr

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager
(Division Engineer)

US COMM-D C 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. ER-118(1)

COUNTY FAS ROUTES IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, approved work orders and Douglas County billing.)

Salem, Oregon, January 19, 1967

Type Code K021
Brown Bridge (7195A)(Sta. 262+63 to Sta. 268+90)(Contract No. 6580)(FAS 800)

Shoring, Cribbing, etc.	All Required		$ 35,000.00
Structural Excavation	1,700 cu.yd.	$ 6.00	10,200.00
Structural Excavation Below Elevation Shown	200 cu.yd.	15.00	3,000.00
Special Rock Backfill	650 cu.yd.	7.00	4,550.00
Furnish 10 EP 42 Steel Piling	750 lin.ft.	5.00	3,750.00
Drive Steel Piles	20 only	80.00	1,600.00
Splice Steel Piles	5 only	30.00	150.00
Class "A" Concrete (2,671 cu.yds.)	All Required		203,000.00
Class "B" Concrete	50 cu.yd.	100.00	5,000.00
60' to 65' Type 3 Prestressed Beams	12 only	1,300.00	15,600.00
70' to 75' Type 3 Prestressed Beams	4 only	1,600.00	6,400.00
Metal Reinforcement (535,200 lbs.)	All Required		77,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	4.00	200.00
	Subtotal		$365,450.00
	Engr. & Cont.		36,545.00
			$401,995.00

Type Code 4251
Paving, Brown Bridge Section (Sta. 252+10 to Sta. 276+47.16)(Contract No. 6668) (FAS 800)

Preparation of Old Roadbed	0.34 mile	$ 600.00	$ 204.00
3/4" - 0 Material in Base	260 cu.yd.	3.95	1,027.00
3/4" - 0 Aggregate in Prime Coat	40 cu.yd.	6.00	240.00
RC-250 Asphalt in Prime Coat	6 ton	70.00	420.00
Class "B" Asphalt Concrete	1,300 ton	9.20	11,960.00
	Subtotal		$ 13,851.00
	Engr. & Cont.		1,385.00
			$ 15,236.00

Type Code Y006
FAS 253, (MP 21.7 to MP 21.9)

Temporary

County Force Equipment, Materials and Labor	All Required		$ 4,660.09
			$ 4,660.09

Permanent
County Negotiated Contracts
Type Code 2010
Access Const. Co. (FAS 253)(MP 21.8)

Clearing and Piling Debris	All Required		$ 1,000.00

Quarry-Run Embankment in Place	18,358 cu.yd.	$ 1.55	$ 28,454.90
Install County-Owned Culvert	20 lin.ft.	3.00	60.00
			$ 29,514.90

Type Code 6201
Roseburg Paving Co. (FAS 253)(MP 21.8)

Asphalt Concrete Paving in Place	802.355 ton	$ 10.50	$ 8,424.73
			$ 8,424.73
			$ 42,599.72

Type Code Y006
FAS 240 Flood Repairs (MP 15.35 to MP 15.45)

Temporary and Permanent

County Force Equipment, Material and Labor	All Required	$ 2,288.38
Purchased Rock	All Required	1,770.50
		$ 4,058.88

Permanent work completed in conjunction with temporary repairs.

Type Code Y006
FAS 241 Flood Repairs (MP 0.32 to MP 0.35)(MP 3.43 to MP 4.51)

Temporary and Permanent

County Force Equipment, Material and Labor	All Required	$ 2,678.52
Negotiated Equipment, Material and Labor	All Required	2,952.76
		$ 5,631.28

Permanent work completed in conjunction with temporary repairs.

Type Code 6201
FAS 243 Flood Repairs (MP 0.34 to MP 4.35)

Temporary

County Force Equipment and Labor	All Required	$ 2,235.04

Permanent

County Force Order No. 2*	All Required	3,335.14
		$ 5,570.18

*Amount shown on this estimate is actual cost of CFO No. 2.

Type Code Y006
FAS 244 (Flood Repairs (MP 0.60 to MP 4.35)

Temporary

County Force Labor and Equipment	All Required	$ 2,007.89
Purchased Rock	All Required	16.80
		$ 2,024.69

Permanent

County Force Order No. 3*	All Required	$ 12,621.96
		$ 14,646.65

*Amount shown on this estimate is actual cost of CFO No. 3.

Type Code Y006
FAS 799 Flood Repairs (MP 3.20 to MP 12.20)

Temporary and Permanent

County Force Equipment, Materials and Labor	All Required	$ 4,387.78
Negotiated Equipment, Materials and Labor	All Required	6,905.08
		$ 11,292.86

Permanent work completed in conjunction with temporary repair.

Type Code 6201
FAS 800 Flood Repairs (MP 4.50 to MP 14.37)

Temporary and Permanent

County Force Equipment, Materials and Labor	All Required	$ 5,807.43
Purchased Asphalt	All Required	612.37
		$ 6,419.80

Permanent work completed by contract mentioned as shown in the first part of this estimate and in conjunction with this temporary repair. CFO #1 not used.

Type Code 5231
FAS 801 Flood Repairs (MP 0.61 to MP 4.95)

Temporary

County Force Equipment, Labor and Materials	All Required	$ 2,819.45
Negotiated Equipment, Labor and Materials	All Required	348.60
		$ 3,168.05

Permanent		
County Force Order No. 5*	All Required	$ 7,232.21
		$ 10,400.26

*Amount shown on this estimate is actual cost of CFO No. 5.

Type Code Y006
FAS 802 Flood Repairs (MP 0.05 to MP 0.37)

Temporary and Permanent		
County Force Equipment, Materials and Labor	All Required	$ 563.55
		$ 563.55
	Total	$518,414.18

Permanent work completed in conjunction with temporary repairs.

Length of Project - - - - 32.8 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	County Funds
Structure (Contract 6580)	$401,995.00	$255,065.00	$73,465.00	$73,465.00
Roadway (Contract 6680)	15,236.00	9,667.00	2,784.50	2,784.50
FAS 253	42,599.72	27,055.08	7,772.32	7,772.32
FAS 240	4,058.88	2,577.80	740.54	740.54
FAS 241	5,631.28	3,576.42	1,027.43	1,027.43
FAS 243	5,570.18	3,537.62	1,016.28	1,016.28
FAS 244	14,646.65	9,302.09	2,672.28	2,672.28
FAS 799	11,292.86	7,172.10	2,060.38	2,060.38
FAS 800	6,419.80	4,077.22	1,171.29	1,171.29
FAS 801	10,400.26	6,605.20	1,897.53	1,897.53
FAS 802	563.55	357.47	103.04	103.04
	$518,414.18	$328,993.00	$94,710.59	$94,710.59

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 510-1005
510-1011

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Form Approved, Budget Bureau No. 41-R2089

MOTOR VEHICLE TRANSACTION NO.

PROJECT REPORT NO.
ER-118(1) 3

6580

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-24-65

STATE: Oregon

COUNTY: Douglas

PROJECT NO. ER-118(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

County FAS Routes.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-5-65	0.462
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 343,891.	$ 345,098.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stone
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 24 1965

Oregon State Highway Department

Federal-Aid
Project No. ER-118(1)

COUNTY FAS ROUTES IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and approved work orders.)

Salem, Oregon, September 20, 1965

Type Code X021
Brown Bridge (7195A)(Sta. 262+63 to Sta. 268+90)(Contract 6580)

Shoring, Cribbing, etc.	All Required		$ 35,000.00
Structural Excavation	1,700 cu.yd.	$ 6.00	10,200.00
Structural Excavation Below Elevation Shown	200 cu.yd.	15.00	3,000.00
Special Rock Backfill	650 cu.yd.	7.00	4,550.00
Furnish 10 BP 42 Steel Piling	750 lin.ft.	5.00	3,750.00
Drive Steel Piles	20 only	80.00	1,600.00
Splice Steel Piles	5 only	30.00	150.00
Class "A" Concrete (2,671 C.Y.)	All Required		203,000.00
Class "B" Concrete	50 cu.yd.	100.00	5,000.00
60' to 65' Type 3 Prestressed Beams	12 only	1,300.00	15,600.00
70' to 75' Type 3 Prestressed Beams	4 only	1,600.00	6,400.00
Metal Reinforcement (535,200 lb.)	All Required		77,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	4.00	200.00
	Subtotal		$365,450.00
	10% Engr. & Cont.		36,545.00
	Total		$401,995.00

Length of Structure - - - 0.119 Mile

Type Code 4251
Paving, Brown Bridge Section (Sta. 252+10 to Sta. 276+47.16)(Cont. No. 6668)

Preparation of Old Roadbed	0.34 mile	$ 600.00	$ 204.00
3/4" - 0 Material in Base	260 cu.yd.	3.95	1,027.00
3/4" - 0 Aggregate in Prime Coat	40 cu.yd.	6.00	240.00
RC-250 Asphalt in Prime Coat	6 ton	70.00	420.00
Class "B" Asphalt Concrete	1,300 ton	9.20	11,960.00
	Subtotal		$ 13,851.00
	10% Engr. & Cont.		1,385.00
	Total		$ 15,236.00

Length of Paving - - - - 0.343 Mile
Cost of Roadway Per Mile- $44,419.82

Approved County Force Orders

CFO #1	Brown Bridge Apprs.	FAS 800	All Required		$52,400.00
CFO #2	Permanent Repair	FAS 243	All Required		2,600.00
CFO #3	Permanent Repair	FAS 244	All Required		4,250.00
CFO #4	Permanent Repair	FAS 799	All Required		17,320.00
CFO #5	Permanent Repair	FAS 801	All Required		11,500.00
CFO #6	Permanent Repair	FAS 802	All Required		650.00
					$88,720.00

County Negotiated Contracts
Type Code 2010
Access Constr. Co. (FAS 253)(MP 21.8)

Clearing and Piling Debris	All Required		$ 1,000.00
Quarry-run Embankment in Place	18,358 cu.yd.	$ 1.55	28,454.90
Install County-owned Culvert	20 lin.ft.	3.00	60.00
			$29,514.90

Type Code 6201
Roseburg Paving Co. (FAS 253)(MP 21.8)

Asphalt Concrete Paving in Place	802.355 ton	$10.50	$ 8,424.73
			$ 8,424.73
			$37,939.63

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure	$401,995.00	$255,065.00	$ 73,465.00	$ 73,465.00
Roadway (Paving)	15,236.00	9,667.00	2,784.50	2,784.50
Approved C.F.O.s	88,720.00	56,293.00	16,213.50	16,213.50
Co. Negotiated Contracts	37,939.63	24,073.00	6,933.00	6,933.00
Subtotal	$543,890.63	$345,098.00	$ 99,396.00	$ 99,396.00
Retained in Authorized Fund Status				
Temporary & permanent work not covered by this estimate	$ 83,886.00	$ 53,226.00	$ 15,180.00	$ 15,180.00
Total	$627,776.63	$398,325.00	$114,576.00	$114,576.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 39, Laws 1920; Chap. 529, Laws 1939.
State Funds Maint.: Chap. 529, Laws 1939.

Prefix 510-1005
510-1011

Oregon State Highway Department

Federal-Aid
Project No. ER-118(1)

COUNTY FAS ROUTES IN DOUGLAS COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 13, 1965

Type Code X021
Brown Bridge (7195 A) (Sta. 262+63 to Sta. 268+90) (Contract 6580)

Shoring, Cribbing, etc.	All Required		$ 35,000.00
Structural Excavation	1700 cu.yd.	6.00	10,200.00
Structural Excavation, Below Elevation Shown	200 cu.yd.	15.00	3,000.00
Special Rock Backfill	650 cu.yd.	7.00	4,550.00
Furnish 10 BP 42 Steel Piling	750 lin.ft.	5.00	3,750.00
Drive Steel Piles	20 only	80.00	1,600.00
Splice Steel Piles	5 only	30.00	150.00
Class "A" Concrete (2671 c.y.)	All Required		203,000.00
Class "B" Concrete	50 cu.yd.	100.00	5,000.00
60' to 65' Type 3 Prestressed Beams	12 only	1300.00	15,600.00
70' to 75' Type 3 Prestressed Beams	4 only	1600.00	6,400.00
Metal Reinforcement (535,200 lbs.)	All Required		77,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	4.00	200.00
	Subtotal		$ 365,450.00
	10% Engr. & Cont.		36,545.00
	Total		$ 401,995.00

Length of Structure - - - - - - - - - - - - - - 0.119 miles

Type Code 4251
Paving, Brown Bridge Section (Sta. 252+10. to Sta. 276+47.16)

Preparation of Old Roadbed	0.34 mile	1000.00	$ 340.00
3/4"-0 Material in Base	260 cu.yd.	5.00	1,300.00
3/4"-0 Aggregate in Prime Coat	40 cu.yd.	7.00	280.00
RC-250 Asphalt in Prime Coat	6 ton	65.00	390.00
Class "B" Asphalt Concrete	1300 ton	12.00	15,600.00
	Subtotal		$ 17,910.00
	10% Engr. & Cont.		1,791.00
	Total		$ 19,701.00

Length of Paving - - - - - - - - - - - - - - - - 0.343 miles
Cost of Roadway per Mile - - - - - - - - - - - $57,437.31

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure	$401,995.00	$249,985.00	$73,465.00	$78,545.00
Roadway	19,701.00	12,251.00	3,600.50	3,849.50
	$421,696.00	$262,236.00	$77,065.50	$82,394.50

State Funds for Const: Chap. 175, Laws 1917, Chap. 39, Laws, 1920, Chap. 529, Laws 1939
State Funds for Maint: Chap. 529, Laws 1939

WORK RETAINED IN AUTHORIZED FUND STATUS

	Total Cost	Federal Funds	State Funds	County Funds
Temporary and Permanent work not covered by these contracts.	$131,320.00	$81,663.00*	$23,999.00	$25,658.00
	153,016.	343,899		

* Federal Funds will be increased to full pro rata when and if additional funds become available.

BROWN BRIDGE

PRESTRESSED BEAM QUANTITIES

60'-65' Type 3 Prestressed Beams

Overhead	All Required		$	125.00
Class "AA" Concrete	9.7 cu.yd.	63.00		611.10
Metal Reinforcement	1076 lbs.	0.12		129.12
Prestress Wire	1023 lbs.	0.50		511.50
			$	1,376.72
		Use	$	1,400.00

70' to 75' Type 3 Prestressed Beams

Overhead	All Required	[illegible]	$	125.00
Class "AA" Concrete	10.8 cu.yd.	63.00		680.40
Metal Reinforcement	1120 lbs.	0.12		134.40
Prestress Wire	1362 lbs.	0.50		681.00
			$	1,620.80
		Use	$	1,600.00

Oregon State Highway Department

Federal-Aid
Project No. ER-118(1)

COUNTY FAS ROUTES IN DOUGLAS COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 9, 1965

Type Code X021
Brown Bridge (7195A) (Sta. 262+63 to Sta. 268+90)

Shoring, Cribbing, etc.	All Required		$ 25,000.00
Structural Excavation	1,700 cu.yd.	$ 8.00	13,600.00
Structural Excavation Below Elevation Shown	200 cu.yd.	10.00	2,000.00
Special Rock Backfill	650 cu.yd.	8.00	5,200.00
Furnish 10 BP 42 Steel Piling	750 lin.ft.	5.00	3,750.00
Drive Steel Piles	20 only	75.00	1,500.00
Splice Steel Piles	5 only	50.00	250.00
Class "A" Concrete (2,671 C.Y. @ $75.00)	All Required		200,325.00
Class "S" Concrete	50 cu.yd.	50.00	2,500.00
60' to 65' Type 3 Prestressed Beams	12 only	1,400.00	16,800.00
70' to 75' Type 3 Prestressed Beams	4 only	1,600.00	6,400.00
Metal Reinforcement (535,200 Lb. @ $0.133)	All Required		71,181.60
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	5.00	250.00
	Subtotal		$348,756.60
	10% Engr. & Cont.		34,875.40
	Total		$383,632.00

Length of Structure - - - 0.119 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure	$383,632.00	$19,000.00	$69,800.00	$294,832.00*

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds	County Funds
Work in this project not covered by this estimate	$ 98,468.00	$ 5,105.00	$18,364.50	$ 74,998.50*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to the full-eligible pro rata when and if Federal funds become available.

BROWN BRIDGE

Prestressed Beam Quantities

60' to 65' Type 3 Prestressed Beams

Overhead	All Required		$ 125.00
Class "AA" Concrete	9.7 cu.yd.	$63.00	611.10
Metal Reinforcement	1,076 lb.	0.12	129.12
Prestress Wire	1,023 lb.	0.50	511.50
			$1,376.72
		USE	$1,400.00

70' to 75' Type 3 Prestressed Beams

Overhead	All Required		$ 125.00
Class "AA" Concrete	10.8 cu.yd.	$63.00	680.40
Metal Reinforcement	1,120 lb.	0.12	134.40
Prestress Wire	1,362 lb.	0.50	681.00
			$1,620.80
		USE	$1,600.00

Oregon State Highway Department

Federal-Aid
Project No. ER-118(1)

COUNTY FAS ROUTES IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 1, 1965

Type Code 1021
Brown Bridge (7195A)(Sta. 262+63 to Sta. 268+90)

Shoring, Cribbing, etc.	All Required		$ 25,000.00
Structural Excavation	1,700 cu.yd.	$ 8.00	13,600.00
Structural Excavation Below Elevation Shown	200 cu.yd.	10.00	2,000.00
Special Rock Backfill	650 cu.yd.	8.00	5,200.00
Furnish 10 BP 42 Steel Piling	750 lin.ft.	5.00	3,750.00
Drive Steel Piles	20 only	75.00	1,500.00
Splice Steel Piles	5 only	50.00	250.00
Class "A" Concrete (2,603 Cu.Yds. @ $75.00)	All Required		195,225.00
Class "B" Concrete	120 cu.yd.	50.00	6,000.00
60' to 65' Type 3 Prestressed Beams	12 only	1,400.00	16,800.00
70' to 75' Type 3 Prestressed Beams	4 only	1,600.00	6,400.00
Metal Reinforcement (535,200 Lbs. @ $0.133)	All Required		71,181.60
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	5.00	250.00
	Subtotal		$347,156.00
	10% Engr. & Cont.		34,715.00
	Total		$381,871.00

Length of Structure - - - - - - - 0.119 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure	$381,871.00	$19,000.00	$69,800.00	$293,071.00*

Work Retained in Progress Status

Description	Total Cost	Federal Funds	State Funds	County Funds
Work in this proj. not covered by this estimate.	$100,229.00	$ 5,105.00	$18,364.50	$ 76,759.50*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to the full-eligible pro rata when and if Federal Funds become available.

BROWN BRIDGE

Prestressed Beam Quantities

60' to 65' Type 3 Prestressed Beams

Overhead	All Required		$ 125.00
Class "AA" Concrete	9.7 cu.yd.	$63.00	611.10
Metal Reinforcement	1,076 lb.	0.12	129.12
Prestress Wire	1,023 lb.	0.50	511.50
			$1,376.72
		USE	$1,400.00

70' to 75' Type 3 Prestressed Beams

Overhead	All Required		$ 125.00
Class "AA" Concrete	10.8 cu.yd.	$63.00	680.40
Metal Reinforcement	1,120 lb.	0.12	134.40
Prestress Wire	1,362 lb.	0.50	681.00
			$1,620.80
		USE	$1,600.00

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ER-118(1)
6580

May 27, 1966

St. Paul Fire and Marine Insurance Co.
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

Contract No. 6580 awarded to Stach Construction Company for construction of the Brown Bridge on the Garden Valley Road, FAS 809, in Douglas County, was completed on January 19, 1966, and accepted by the Highway Commission on May 26, 1966.

Final payment in the amount of $19,283.00 will be released to the contractor after June 6, 1966. The total contract amount is $370,511.78 and no work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fm

cc Stach Construction Company
P. O. Box 730
Grants Pass, Oregon

Oakridge Insurance Agency, Inc.
Star Route, Box 215
Oakridge, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

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MAY 26 1966
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ER-118(1)
6471

May 26, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed January 19, 1966, on Contract No. 6580. The contract was with Stach Construction Co. and was for construction of the Broom Bridge on the Garden Valley Road (FAS 800) in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 26, 1966, and that you concur in this procedure at the Commission meeting on June 2.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

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ER-118(1)

6580

April 25, 1966

#7

Stack Construction Company
P. O. Box 730
Grants Pass, Oregon

Gentlemen:

The State Highway Commission at its meeting on April 21 considered your request for an extension of time on Contract No. 6580 on the Brown Bridge construction of the Garden Valley Road, FAS 800, in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request to advance the completion date to January 19, 1966, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc L. R. Chandler
James Chidsey
L. M. Young
I. D. Merchant
C. H. Maisen
Bureau of Public Roads

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CR 118 (1)
6580

April 6, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 7
April 21, 1966 meeting

Gentlemen:

Stash Construction Company, Inc., contractor on the Brown Bridge on Garden Valley Road, FAS 800, in Douglas County, Contract No. 6580, asks that the specified completion date of December 31, 1965, be advanced to the actual completion date of January 19, 1966, without assessment of liquidated damages. The request is based on a stop work order issued by the Department on December 27, 1965, which prevented the contractor from completing the work within the time specified.

The contractor's contention is correct. The structure was completed to a stage that permitted its being opened to traffic December 10, 1965. The contractor continued work on concrete finish and cleanup until December 27, 1965, when weather conditions made it impossible to do satisfactory work. The Department issued a stop work order on December 27, 1965, which remained in effect until January 17, 1966, when weather was favorable. The contractor returned to work on January 17, 1966, and completed concrete finishing and deck joint pouring on January 19, 1966.

Because the contractor was prevented from completing the work by conditions beyond his control, I recommend that the requested extension be granted advancing the completion date to January 19, 1966, without assessment of liquidated damages.

This is a Federal-aid Project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. R. Chandler

JAG:jf bg

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAR 3 1966
7,8,9,M,11,12,1,2,3,4,5,6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6580 Contractor Stash Construction Company

Highway Gardiam Valley Road, FAS 800

Section Brown Bridge

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows: The weather conditions during the last two weeks of December were such that the painting of the handrail could not be done satisfactorly. There was one week of sub-freezing temperatures in December followed by heavy rains for the next week. The contractor attempted to paint one handrail during this period, but between the freezing weather and the rains the work was unsatisfactory. In the best interests of the State, a stop work order was written on December 27, 1965, and a resume order written on January 17, 1966. The work was completed on January 19, 1966. By not trying to do the work in the late part of December and waiting until more favorable weather, a much better appearing job was obtained.

Recommended for Approval:

John Cowgus
Asst.
Division Engineer

Ivan Winchester
Construction Engineer or
Bridge Engineer

Asst.
State Highway Engineer

Contract No. 6580

Project designation FAS
State-Federal

Date awarded April 29, 1965

Work started May 10, 1965

Per cent completed 99.5% on Dec. 27, 1965
Date

No. of Calander Days Allowed 246

No. of Calander Days Used 265

No. of Added Days Requested 20

SP*8226-734

E-930 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 27, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 180 ~~days~~ to 240 ~~days~~, within which to complete our Contract No. [illegible], without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Referring to your letter dated 12-21-65

[illegible] to cold, wet weather prevailing at the site of the above mentioned contract, which prevents the painting of the concrete rail and application of the type A asphalt joint filler in a workmanlike manner. you are hereby ordered to stop work on this project until notified by this office.

Respectfully submitted,

Peck Construction Co Inc.
Contractor

By [signature]
Duly Authorized Agent

CONSENT OF SURETY

Date February 2, 19 66

We, St. Paul Fire and Marine Insurance Company of St. Paul, Minnesota

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact

(SEAL)

OAKRIDGE INSURANCE AGENCY
Star Route, Box 215 Resident Agent
OAKRIDGE, OREGON 97463

Form CD-121 (11-63) (Prom. by A.O. 204-16)

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 22, 1966

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

ME Martin

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-118(1)
Brown Bridge

Mr. Edwards' letter of March 14, 1966 requests our concurrence in an extension of the time of completion on the subject project from the specified date of December 31, 1965 to January 19, 1966, the date of actual completion. The request is predicated on the fact that work was stopped by an authorized suspension from the close of work on December 27, 1965 through January 17, 1966, because of adverse weather.

Inasmuch as the contract has not deleted your authority to suspend construction operations because of unfavorable weather or working conditions, and the suspension and resumption of work were properly authorized in writing, we concur in the proposed time extension so that the contractor will not be penalized liquidated damages caused directly by such authorized suspension.

Copy Gambatt Marshard

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 28 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAR 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 14 1966
FOR FILING
ER-118(1)
6580

March 14, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Brown Bridge
Contract No. 6580
FAP No. ER-118(1)

Dear Sir:

Stach Construction Company, Inc. has requested that the specified completion date of December 31, 1965 be advanced to the actual completion date of January 19, 1966 without assessment of liquidated damages. The contractor's request is predicated on a stop work order issued by the Department on December 27, 1965, which prevented him from completing the work within the time specified.

The contractor's contention is correct. The structure was completed to a stage that permitted its being opened to traffic December 10, 1965. The contractor continued work on concrete finish and cleanup until December 27, 1965, when weather conditions made it impossible to do satisfactory work. The Department issued a stop work order on December 27, 1965 which remained in effect until January 17, 1966, when weather was favorable. The contractor returned to work on January 17, 1966 and completed concrete finishing and deck joint pouring on January 19, 1966.

I propose to recommend to the Highway Commission that the contractor be granted the requested extension because of conditions beyond his control. May I have your concurrence in this recommendation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Marchant

CAG:jf jwa

RECEIVED
FEB 18 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-118 (1)

GXL

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

NOTED
F. B. KLABOE

Dear Sir:

This is to advise you that work was completed on January 19, 1966, on Contract No. 6580, Brown Bridge Section, in Douglas County, in connection with Federal-Aid Project No. ER-118(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work. The Third Notification date is January 19, 1666.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: February 10, 1966

Conditions noted on above date:

None noted.

A. W. Parsons
Division Engineer

By: M E Martin
M. E. Martin
District Engineer

RECEIVED
FEB 10 1966
OFFICE OF

Refer to Young
2-18-66

RECEIVED
DEC 31 1965

ER-118(1)
6580

December 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Request for Time Extension
Brown Bridge Section
FAS 800
Project No. ER-118(1)

Dear Sir:

We have received from Roseburg Paving Company, contractor on the subject project, a request for an extension of the specified completion date from October 15 to November 23, 1965. The contractor's request is based on delays caused by the noncompletion of structure and grading and rock surfacing.

The Brown Bridge was being constructed under a separate contract with the approaches to be graded and surfaced by Douglas County forces. Bridge construction work delayed the County in performing their part of this work and the north side of the river was not available for paving until November 17. The contractor proceeded to pave the north approach while the County was placing rock on the south approach. The paving was completed on November 23, 1965.

The original completion date for this project was October 15, 1965. The project was completed November 23, 1965. Based on the delays caused by noncompletion of the bridge contract and the County Forces work, we recommend that the completion date be extended to November 23, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
L. R. Chandler

DES:nh srb

RECEIVED
JUN 30 1965
FOR FILING

ER-118(1)
6580

June 29, 1965

Doty Miller Shale Co.
P. O. Box 217
Bend, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of June 23, stating that Stack Construction Company owes you $90.90 for labor and equipment rental on the Hodge Bridge job. Also $2,484 for labor and equipment rental on the bridge project on the North Umpqua.

From the description given in your letter these claims appear to be in connection with the following contracts:

Contract No. 6547, Stack Construction Company for bridge reconstruction on the Hodge Bridge of the Deer Valley Highway in Jackson County. Surety - St. Paul Fire and Marine Insurance Company. Agent - Coleridge Insurance Agency, Star Rt. Box 215, Coleridge, Oregon. This project is approximately 51% complete.

Contract No. 6582 Stack Construction Company for structure on the Brown Bridge of the Garden Valley Road FAS 699 in Douglas County. Surety - St. Paul Fire and Marine Insurance Company. Agent - Coleridge Insurance Agency, Star Rt. Box 215, Coleridge, Oregon. This project is approximately 4% complete.

NOTED ON CARD
E. C. 6-29-65

The performance bonds on each of these contracts is given to secure completion of the contracts and payment of all bills incurred in them. If you wish to protect your claims under the bonds, the claims should be filed with the Secretary of State within six months after the contracts have been accepted by the State Highway Commission.

Attached are excerpts from the Oregon Laws outlining the filing procedure. This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

CLE:gm

cc: St. Paul Fire and Marine Insurance Company
Oakridge Insurance Agency
Steele Construction Co.
Glenn L. Jackson
David B. Simpson

June 23, 1965

Forrest Cooper
Oregon State Hwy Dept.
Salem, Oregon

Dear sir:

We have at present been unable to collect $2574.50 from Henry Stack of Stack Construction Co., Box 130, Grants Pass, Oregon.

$90.50 of this was due & truck & Loader w/operator furnished on Dodge Bridge Job at Eagle Point, Oregon May 3.

The balance of $2484.00 was for work I did on Bridge project on No. Umpqua. I furnished 3, 10 yd. dump trucks w/ drivers + one HD7 Loader w/operator (myself) from May 12 to 18 th, moving all this equipmt. to Roseburg & furnished living quarters for my men while there. All my expenses had to be met by myself already.

I am sure Mr. Stack has received an advance from the highway Dept. on these two Contracts.

If you will notify me who furnished the performance bond on these 2 projects I will go from there & try to collect. Can you tell me if the Contracts are completed & if so, when?

Yours truly,
Anthony J. Miller
of Tony Miller Thale Co.
P.O. B 217
Trail Oregon

Ok please handle
Dodge Br. # 65.47 = 5.2%
Brown Br. # 65.50 = 4%

NOTED
C. W. HEAD

NOTED
H. S. COX

NOTED
R. H. PRANGE

Salem, Oregon
May 26, 1965

Brown Bridge Section
ER Project, FAS 600
Douglas County

Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1195
Roseburg, Oregon

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

Replacement of the Brown Bridge is now under contract by the State Highway Department as an ER project. The county had proposed to construct the approaches and connections to the FAS route and the Bureau of Public Roads approved the use of ER funds for this purpose from Station 252+10 to Station 276+47. As indicated in the attached letter from Al May, Douglas County Engineer, the county now requests that the State Highway Department contract the asphaltic concrete paving. The State Highway Commission approved restoration of this route on April 20. A survey will not be required as the county will furnish the necessary data.

V. R. Jones, Planning Engineer
County and City Division

VRJ:ma

cc: F. D. Morgan
J. E. Moreleck
Frank Hall
Virgil O'Neil
P. W. Yarbrough

NOTED
V. R. JONES

ER

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219, Court House
ROSEBURG, OREGON
97470

NOTED
HARWELL

May 26, 1965

STATE OF OREGON
City & County Relations
Oregon State Highway Department
Salem, Oregon

Atten: Mr. John Hageman

Dear Sirs:

Enclosed please find 3 copies of the proposed asphaltic concrete pavement at the approaches of Brown Bridge on Garden Valley Road #6, F.A.S. #800.

Douglas County hereby requests the Oregon State Highway Department to contract the above work which will involve approximately 950 tons of class "B" asphaltic concrete.

Douglas County Road Department will construct with its own forces, the base and leveling course that is shown on the typical section.

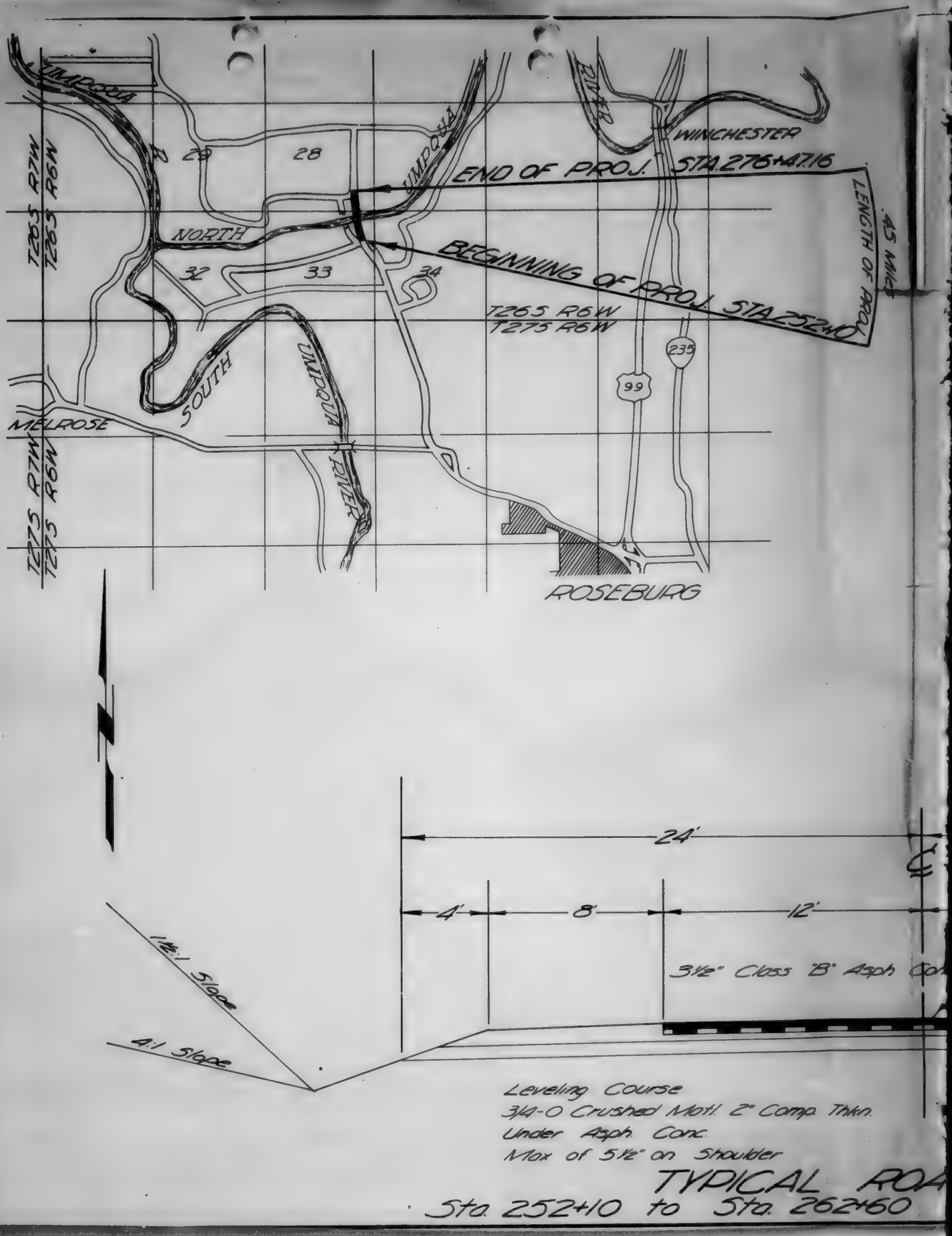
Very truly,

Al. H. May

AHM/hb
enc.

Al. H. May
County Engineer

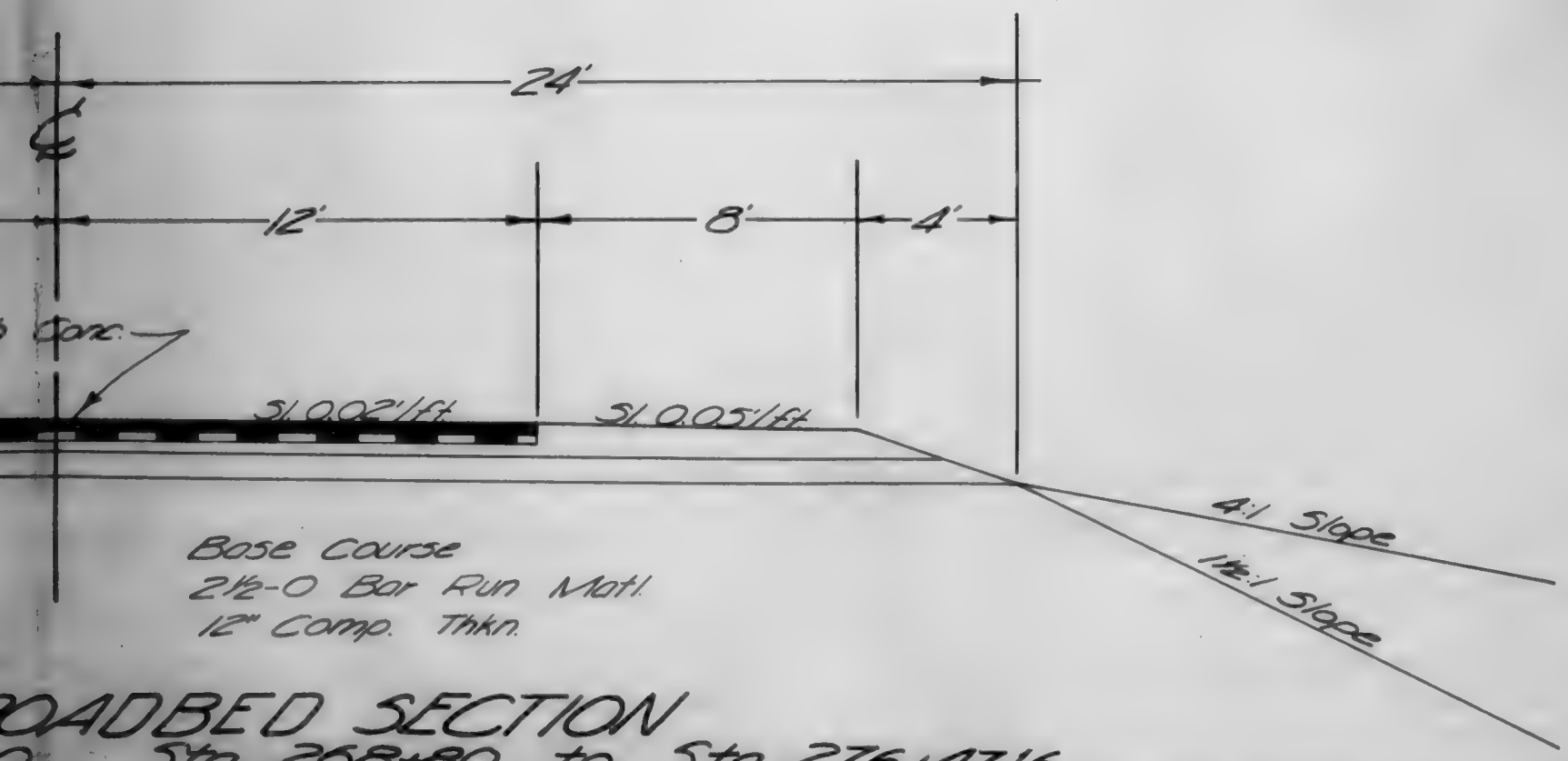
RECEIVED
MAY 27 1965
ENGINEER
COUNTY & CITY DIVISION


UMPQUA
T26S R7W
T26S R6W
28
29
NORTH
UMPQUA
RIVER
WINCHESTER
END OF PROJ. STA. 276+47.16
LENGTH OF PROJ. .45 Miles
BEGINNING OF PROJ. STA 252+10
T26S R6W
T27S R6W
32
33
34
235
99
SOUTH
UMPQUA
RIVER
MELROSE
T27S R7W
T27S R6W
ROSEBURG
24'
4'
8'
12'
℄
1½:1 Slope
4:1 Slope
3½" Class "B" Asph Conc
Leveling Course
3/4-0 Crushed Moth. 2" Comp. Thkn.
Under Asph. Conc.
Mtx of 5½" on Shoulder
TYPICAL ROA
Sta. 252+10 to Sta. 262+60

RECEIVED
MAY 27 1965
ENGINEER
COUNTY & CITY DIVISION

DOUGLAS CO. OREGON

GARDEN VALLEY ROAD #6 F.A.S. 800
PROPOSED ROADBED CONST.
& BRIDGE APPROACHES
MAY 1965



ROADBED SECTION
Sta. 268+80 to Sta. 276+47.16

FORM E-1252 20M 9-64
RECEIVED
MAY 17 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6580

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 17, 1965

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Brown Bridge
Contract No. 6580
Federal Aid Project No.
ER-118(1)

Work was started on the above project on May 10, 1965.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

jm

cc: T.A. Query
L.H. Young
C.H. Maison

RECEIVED
FLOYD QUERY

RECEIVED
MAY 6 - 1965

Form CD-121 (11-63) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

Klabse young

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

ER-118(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 4, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-118(1)
Brown Bridge
Bridge Reconstruction

As requested in Mr. Young's letter of April 29, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of April 29, 1965 in the award of contract No. 6580 to Stach Construction Co., of Grants Pass, Oregon, low bidder in the amount of $365,450.00 at the April 20, 1965 bid opening.

RECEIVED
MAY 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

orig to young
copies to Wright
mail on
5-6-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 12 1965
FOR FILING

ER-118(1)
6580

April 29, 1965

Stash Construction Co., Inc.
P.O. Box 730
Grants Pass, Oregon 97526

Gentlemen:

The State Highway Commission on April 27, 1965, accepted your proposal for the Brown Bridge over the North Umpqua River on the Garden Valley Road in Douglas County for the sum of $365,450 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6580.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.
Frank Morgan
L H Young
R.G. Savage (SIAC)
I. D. Merchant

RECEIVED
APR 30 1965
FOREST SERVICE

ER 11 (1)
6580

April 29, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of April 20, 1965 is requested in the award of contract for the Brown Bridge Section, Project No. ER-118(1).

The contractor receiving the award is Stach Construction Co., Inc. in the amount of $365,450.00 with the Contract No. 6580 assigned. This bid was received on April 20, 1965 and awarded April 29, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

DAR:jb

E.R.

Salem, Oregon
April 29, 1965

Mr. Ivan Merchant
O F F I C E

Brown Bridge ER Project
FAS 800, Douglas County

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Douglas County's check for $82,300 has been received. This is the requested amount of their advance deposit and the contract is now clear for award.

V. R. Jones, Planning Engineer
County and City Division

VRJ:mm

cc: L. H. Young

NOTED
V. R. JONES

E.R

/George Rohde

April 20, 1965

NOTED
P. B. Avensmeier

Douglas County Board of Commissioners
Courthouse
Roseburg, Oregon

NOTED
H. S. COX

NOTED
R. H. PRANGE

Gentlemen:

On April 20, a satisfactory bid was received from the Stach Construction Company of Grants Pass for constructing the Brown Bridge (ER project) Section of FAS 800. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$365,450.00
12-1/2% Engineering & Contingencies	45,681.25
Estimated Total Cost	$411,131.25

County Advance Deposit:
20% of $411,131.25 = $82,226.25 or say $82,300.00

Please make this advance deposit in the amount of $82,300 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:mm

cc: Mr. Al May

P.C.-927

NOTED
W. R. JONES

OREGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

Section Brown Bridge
Highway Garden Valley Road, FAS 800
County Douglas
Kind of Work Structure Bridge No. 7195A
Contractor Stach Construction Co., P.O. Box 730 Grants Pass, Oregon
Specified Work Days Completion by December 31, 1965

Contract No. 6580 (BR)
F. A. Project No. ER-118(1)
Job Prefix 510-1005
Date of Award April 29, 1965
Division Engineer L.R. Chandler
Resident Engineer James Chidsey

CONSTRUCTION AUTHORIZATION

Contract amount	$ 365,450.00
Additional anticipated items:	
NONE	$
Subtotal	$ 365,450.00
Contingencies (4½%)	16,445.25
Construction Engineering (8%)	29,236.00
Subtotal	$ 411,131.25
Credit for maintenance rock	
Total original construction authorization	$ 411,131.25

NOTED H. S. COX

RECEIVED APR 30 1965 ENGINEER COUNTY & CITY DIVISION

NOTED R. H. PRANGE

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

State Printing

(Continued on reverse side)

E.R.
FAS 800

xxxxxxxxxxxxx

George Rohde

April 19, 1965

Mr. Al May
Douglas County Engineer
Courthouse
Roseburg, Oregon

Dear Al;

As per our phone conversation, enclosed are two copies of a Supplement to County Force Order No. 1 (Brown Bridge, FAS 800) which indicates the A.C. pavement will be contracted by the County.

Also enclosed is one copy each of a Nondiscrimination Certificate, a Sworn Statement, and a Nondiscrimination Notice. Before a contract can be awarded, copies of the nondiscrimination certificate and the sworn statement signed by the low bidder will have to be furnished to the Bureau of Public Roads. The non-discrimination notice would be given to the contractor for posting.

Please sign and return one copy of the Force Order Supplement together with six copies of your plans, specifications, and estimate for the A.C. paving work. Upon receipt of same we will submit it to the B.P.R. for approval.

The Force Order for the balance of the work on the Brown Bridge approaches has been approved effective April 8, 1965. Any work performed prior to that date will have to be justified as work of a temporary emergency nature before being eligible for reimbursement.

Very truly yours,

H. S. Cox
County and City Engineer

By

John F. Hagemann
Utilities Permit Engineer

JFH:mm
Encl.

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

Order No. 1 (Supplement)

F. A. Project No. ER 118(1), Item 38 Date 4/19, 1965

Highway FAS 800

County Douglas Prefix Account No.

Description of Work To Be Done:

Construct Brown Bridge approaches from engineer's stations 251+00 to 276+45. Construct road approaches to new bridge which is being constructed by State contract on a revised location. Work consists of grading, riprap, surfacing, and asphaltic concrete pavement.

Estimate of Quantities and Costs:

Original Order No. 1 approved on 4/16/65 to be modified as follows:

A.C. pavement to be placed by county contract,

1000 tons of A.C. pavement @ $8 = $8,000

Explanation: The cost item for materials of $29,620 as shown in the original Order should be reduced to $21,620 with the original total estimated cost remaining the same.

Attached is a copy of the plans, specification, and estimate for the A.C. pavement.

Submitted by: Approved:

477 Cottage St. N.E.
Salem, Oregon

April 14, 1965

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Prog. Coordinator

08-35.4-08

A. H. Peterson, Division Engineer
Salem, Oregon

By T. Dee
Engineering Coordinator

RECEIVED
APR 16 1965
ENGINEER
COUNTY & CITY DIVISION

Oregon Project ER-110(1)
Brown Bridge Approach Section
Garden Valley Road #6
County Force Order No. 1

Mr. Young's letter of April 13, 1965 furnished copies of subject Douglas County Force Order covering the Brown Bridge Approach Section of subject ER project. This letter ratifies in writing our April 8, 1965 tentative oral advance approval of the proposed work.

We have approved the use of County force account procedures by use of labor, materials, and equipment furnished by the County and under its direct control for the reasons outlined in Mr. Young's letter as well as those enumerated below:

1. The County has sufficient available idle equipment to perform the work expeditiously.

2. The project involves only local materials available in sufficient quantity or asphalt and aggregate in stock for placement of asphaltic concrete by county personnel.

Requirements for development of agreed unit prices are being waived due to emergency conditions with participation in costs to be determined on an actual cost basis. Equipment rental rates must be supported by accounting records. A signed copy of the approved order is returned herewith.

Though County force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 15b of PPM 21-6.3 are applicable and in some instances supplemental action may be necessary, particularly if it is decided to contract a portion of the work which would require specific approval thereof as well as concurrence in award with an anti-collusion certificate to be furn-

lished. Such procedures will be necessary since you are not relieved of responsibility for construction even though direct control of the work is under County supervision. Expeditious channels and procedures for obtaining approval of such actions already established for regular construction may be utilized if you so desire.

Attachment

APPROVED
Contingent upon ... Plans of
Project ...
Terms and ...
Date ... T. Du
... Title Engr Asst
U.S. Bureau of Public Roads

STATE COPY

RECEIVED
APR - 7 1965
ENGINEER
COUNTY & CITY DIVISION

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 1

F. A. Project No. ER 118(1) Item 38 Date April 2, 19 65

Highway FAS 800

County Douglas Prefix _____ Account No. _____

Description of Work To Be Done:

Construct Brown Bridge approaches from engineer's station 251+00 to station 276+45. ~~Replace Bridge Nash~~ build new bridge approaches. This involves a new location to attain clearance for any future floods. Work consists of grading, riprap, surfacing and asphaltic concrete paving.

Estimate of Quantities and Costs:

Labor	$13,100
Equipment (county rates)	17,680
Materials ..	29,620
TOTAL FAS 800	$60,400

Explanation:

Immediate construction is required on this section and county forces are available and are properly equipped to start this work at once. Construction of approaches is required to facilitate bridge construction.

Submitted by: Douglas County Road Department Approved: [signature]

E.R. PROJECT
FAS-800

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

Polyconic Projection
Plane Coordinates on Lambert Projection
Oregon South Zone in Thousands of Feet

GENERAL HIGHWAY MAP
DOUGLAS COUNTY
OREGON

SCALE

1958

RECEIVED
APR 13 1965
FOR FILING

ER-118(1)
6550

Salem, Oregon
April 12, 1965

Finance-Construction Agreement
Brown Bridge Section
Garden Valley Road
FAS 800 - Project ER-118(1)
Douglas County

Mr. H.S. Cox
County & City Engineer
Building

Attention: D.N. Harwell, Office Engineer
County - City Division

Attached is a partially signed copy of a Finance -Construction agreement with Douglas County covering the Brown Bridge Section of Garden Valley Road (FAS 800) in Douglas County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Douglas County.

Secretary

rn
Attach: 1

RECEIVED
APR 5 - 1965
FOR FILING

EP-118(1)

April 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Complete PS & E documents have been furnished your department for the Broom Bridge, Project No. ER-118(1), and accordingly, we are requesting your approval to advertise the project for bids to be received April 20, 1965.

There is hereby incorporated by reference, as a condition of approval of this project by the Bureau of Public Roads for Federal-Aid participation, the language specified by Section 60-1.3(b)(1) of the regulations of the President's Committee on Equal Employment Opportunity (as adapted by the Bureau and set forth on pages 12-H through 12-K, of the Labor Compliance Manual, Federal-aid Construction); and such specified language will be set forth in full in the project agreement.

In compliance with IM 40-3-62, specific single materials or products called for in the specifications of the above project have been justified and were approved by your letter dated March 9, 1964, subject: "IM 40-3-62 Product Selection and Bidding Procedures".

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the over-all interests of the public in Federal-aid highway programs and programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project. The project does not affect any of the above-mentioned resources.

We are forwarding the following Status Reports:

1. Right of Way Status Reports dated April 5, 1965.
2. Utility Status Report dated March 26, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DAR:jb
Enc.

APR 8 - 1965
FOR FILING
EE 11(1)
650

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

April 5, 1965

08-35.2-10

A. V. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project ER-110(1)
Brown Bridge
Bridge Reconstruction

P.S. & E. documents for a portion of the subject project have been reviewed and are hereby approved with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all right-of-way is available for the project as indicated in Mr. Wright's April 3, 1965 report.

Prior to our concurrence in award, information regarding utilities should be furnished.

The use of the Standard Specifications for Highway Construction - 1964 is approved for use on this specific project.

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64, Supplemental Standard Specification is approved for use on this specific project.

It is understood that the Stream Footings will be thickened and plan and estimate revisions will be furnished.

Mr. Young's April 5, 1965 letter indicates that nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Copy to Project
Attachment
4-8-65

RECEIVED
APR 8 - 1965
FOR FILING

FORM S-30X SDN-[illegible]-64 SP*6230-734

ER-118(1)
6580

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1965

SUBJECT: Right of Way Status
April 20 Bid Opening
Brown Bridge Section

To: Mr. L. H. Young
Office Engineer

SALEM

All necessary right of way, rights of entry, and private rights of access have been procured in conformance with proposed construction plans on the following project:

over N. Umpqua River -

Brown Bridge Section: Structure

There has been no displacement of persons from residences, farms, or businesses, and we know of no reason why the contractor may not enter on date of award and proceed to full use and occupancy of the project right of way.

/s/ Laurence A. Holt

(for) WALTER T. WRIGHT
Right of Way Engineer

sm
cc: Lloyd P. Shaw
G. E. Rohde
C. H. Maison

RECEIVED
APR 1965
OFFICE OF

RECEIVED
APR - 7 1965
ENGINEER
COUNTY & CITY DIVISION

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 1

F. A. Project No. ER 118(1) Item 38 **Date** April 2, 19 65

Highway FAS 800

County Douglas **Prefix** _____ **Account No.** _____

Description of Work To Be Done:

Construct Brown Bridge approaches from engineer's station 251+00 to station 276+45. Replace bridge washed out by flood and build new bridge approaches. This involves a new location to attain clearance for any future floods. Work consists of grading, riprap, surfacing and asphaltic concrete paving.

Estimate of Quantities and Costs:

Labor	13,100.00		
Equipment (county rates)	17,680.00		
Materials	~~29,620.00~~	20,620	Note: A.C. Pav. deleted. To be done by State contract.
TOTAL FAS 800	~~$60,400.00~~	52,400	

Explanation:

Immediate construction is required on this section and county forces are available and are properly equipped to start this work at once.

Submitted by: Douglas County Road Department **Approved:** [signature]

fas 800

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 1

F. A. Project No. ER 118(1) Item 38 Date April 2, 19 65

Highway FAS 800

County Douglas Prefix _____ Account No. _____

Description of Work To Be Done:

Construct Brown Bridge approaches from engineer's station 251+00 to station 276+45. Replace bridge washed out by flood and build new bridge approaches. This involves a new location to attain clearance for any future floods. Work consists of grading, riprap, surfacing and asphaltic concrete paving.

Estimate of Quantities and Costs:

Labor	
Equipment (county rates)	
Materials	
TOTAL FAS 800	$60,400

Explanation:

Immediate construction is required on this section and county forces are available and are properly equipped to start this work at once.

Submitted by: _____ Approved: _____

65-4/20(4)

April 2, 1965
(date)

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
P. B. Arensmeier

RECEIVED
APR - 6 1965
ENGINEER
COUNTY & CITY DIVISION

Douglas County Board of Commissioners
Courthouse
Roseburg, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
[illegible] HARWELL

Highway Garden Valley Road (FAS 800)

Section Brown (North Umpqua River) Bridge

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

4/5/65
(date)

By E. F. Pretzer CH 7 BO

By _____
Commissioner

By Stanford Bruce
Commissioner

Copy to Young

File
FAS #800
Douglas County

NOTED
H. S. COX

NOTED
P. S. Arensmeier

NOTED
DON HARWELL

Oregon State Highway Commission
State Highway Building
Salem, Oregon

3-10-65

Attention: County and City Relations Division

Subject: Federal Aid Project No. ER 118(1)

NOTED
R. M. ALLISON

Highway No. FAS 800

Project Name Brown Bridge

NOTED
R. H. PRANGE

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

E Rw

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Roseburg, Oregon, this 12 day of March, 1965.

Douglas County by its Board of County Commissioners

E K Metzger
Chairman

Commissioner

Stanford Bruce
Commissioner

*Certify either paragraph 2 or 3.

RECEIVED
APR 5 1965
ENGINEER
R & CITY DIV.

Copy to Young
4-5-65

NOTED
DON HARWE

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219, Court House
ROSEBURG, OREGON
97470

NOTED
P. B. Arensmeier

NOTED
H. S. COX

February 11, 1965

Mr. H. S. Cox
City & County Relations Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

Dear Mr. Cox:

Herewith are two copies of the vicinity map for relocation of Brown Bridge on Edenbower-Millwood Road #6 F.A.S. #800 across the North Umpqua River.

You will note that the southerly end of the proposed bridge is approximately 12 feet higher than the northerly end. The reason being balancing of quantities on the southerly end and fitting of side roads and driveways on the same end.

We trust that the test boring and design work on the above captioned bridge will be most expeditiously executed.

Very truly,

A. H. May

Al. H. May
County Engineer

AHM/hb
enc.

TO Gifford 2-19-65
V.J.

RECEIVED
FEB 15 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

RECEIVED
JAN 28 1965
ENGINEER
COUNTY & CITY DIVISION

Cancelled 2-10-65 by Telephone by A I May

COUNTY ROAD FAS PROJECT DATA

NOTED
P. B. Arensmeier

1. Name of County Douglas FAS No. 800

2. County Road Name Edenbower-Millwood

3. Section Name Brown Bridge Approaches Length

NOTED
H. S. COX

4. Type of Project

5. Survey to be done by: State ____ County X
(NOTE: If project is canceled, County must pay for survey.)

NOTED
R. H. PRANGE

PROJECT DATA -

NOTED
R. M. ALLISON

6. Has base design been given to County? Yes ____ No X

Will it be furnished? Yes X No ____

7. Wearing Surface: Type Asphaltic Width 24 Shoulders 8'

8. Grading & Drainage:

By County ____ County Date of Completion Nov. 1955 By Contract X

9. Bottom Base Course:

By County ____ County Date of Completion Nov. 1955 By Contract X

10. Leveling Course:

By County ____ County Date of Completion Nov. 1955 By Contract X

11. Wearing Surface:

By County ____ County Date of Completion Nov. 1955 By Contract X

12. Clearing:

By County ____ County Date of Completion ____ By Contract X

13. Is there any merchantable timber on right-of-way? Yes ____ No X

14. Will timber be reserved for owner? Yes ____ No X

15. Will timber become property of contractor? Yes X No ____

Remarks

MATERIAL SOURCE -

16. Gravel X Quarry ____ Cinders ____

17. Owner: County ____ State ____ Private X

18. Location: Umpqua Bar Section 56 Township 27 S Range 6 W W.M.
4&5 27 S
27 26 S 6 W

NOTED
V. R. JONES

CSR 61-8

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates____ NONE

20. Miscellaneous Items: _____

Remarks: NONE

_____

FINANCIAL- -

21. Estimated Cost: $ 150,000.00

22. Available FAS Funds: $ 375,000.00

23. Date Match Money is Available: Feb. 1, 1965

24. Will there be any 100% County Money? Yes____ No X

25. Maximum Amount of 100% County Money Available: $_____

26. Date County Requests Letting: As soon as possible

Remarks This is the application for construction of bridge approaches to Brown Bridge which was destroyed by flood of 12/22/64

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes X No____

28. Will right-of-way be acquired by: Resolution____ or Deed X

29. Should State prepare options? Yes____ No X

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No X

31. Should material source site be included in right-of-way descriptions?

Yes____ No X

32. Does project run inside city? Yes____ No____
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. [redacted])

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No X
(NOTE: County must move all utilities located on present right-of-way.)

Remarks_____

CLR 61-8

RAILROADS- -

34. Location: NONE

35. Name of Railroad: _____

36. Number of tracks: _____

37. Sight distance: _____(Left) _____(Right)

38. Number of trains_____

39. Angle of intersection_____

40. Type of crossing: Grade_____ Overcrossing_____ Undercrossing_____

41. Number of signs: Advance Warning_____ Crossbucks_____ Stop_____

Automatic Flashing_____ Automatic Bell_____ Gates_____

Remarks_____

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes_____ No_____

43. Will replacement by by: County_____ Contract_____
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes_____ No_____

45. Will County adjust structure to additional width? Yes_____ No_____

46. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks This request is for approaches for Brown Bridge destroyed by flood in December, 1964.

47. Is project contingent upon other factors? Yes_____ No_____

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: NONE

ccr 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: NONE

50. (c) Surveys (Coordination with outside surveys)

Explain: County will do all preliminary surveys

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes X No ____

52. Does County wish sight posts installed? Yes X No ____

53. Does County wish guard rail installed? Yes X No ____

54. Does County wish seeding and mulching incorporated into job?

Yes ____ No X

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Douglas County

1/26/65 Date

By E E Metzger
Judge or Commission Chairman

By Al H. Hay
County Engineer

O.S.H.D. Field Engineer

Date

CCR 4-2

1-21-65

DOUGLAS COUNTY
PROPOSED 1964 FLOOD DAMAGE PROJECTS, ER FUNDS

FAS 253, North Umpqua Highway: Replace embankment, riprap, and asphaltic concrete pavement. State $9,200; County $9,200; Federal $27,600. Total $46,000.

The damage on this project consisted of a washout of the roadbed approximately 1000 feet long and the loss of a large culvert. The County will contract the permanent restoration and will perform the engineering.

FAS 800, Garden Valley Road: Brown Bridge. State $60,000; County $60,000; Federal $180,000. Total $300,000.

The existing steel through truss was destroyed by the flood and the County wishes the earliest possible replacement. The County will provide the vicinity map and make the location survey. The grading and paving of the approaches and some realignment will be ~~covered under a regular FAS project.~~ done w. Co. force.

Approved 3/11/65

ER/FAS-C/65-1
1/21/65

S-255(9) Powell Blvd.-Ellis St. Sec., 1965
FAS 654 (S.E. 122nd Ave.)
#6581 Grad. & Stone Base

C4H 2808

RECEIVED
JAN 14 1966
FOR FILING

S-255(9)

Form CD-121 (11-63) (Prev. by A.O. 300-10)

UNITED STATES GOVERNMENT

Memorandum

6581

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 11, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project S-255(9)
SE. Powell Blvd. - Ellis Street

This will acknowledge receipt of your December 14, 1965 letter requesting our acceptance of the subject project. This project consists of two separate contracts; contract number 6581 covers grading and stone base, and contract number 6583 covers paving. Since, in accordance with the specifications for contract number 6583, the asphalt concrete wearing surface will not be placed until the 1966 construction season, we are unable at this time to accept the project as completed. However, the grading and stone base portion of the project, covered under contract number 6581, may be considered accepted as complete effective December 8, 1965.

We will retain the laboratory materials certification (considered to cover contract number 6581 only) and the other attachments submitted with your December 14, 1965 letter in our files until all work on this project has been satisfactorily completed.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
1-14-66

RECEIVED
JAN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 9 - 1965
FOR FILING
S-255(9)
6581

December 9, 1965

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6581 awarded to Porter W. Yett Company for grading and stone base on the Powell Boulevard-Ellis Street Section of FAS 654 (S. E. 122nd Avenue) in Multnomah County was completed on September 10, 1965, and accepted by the Highway Commission on December 8, 1965.

Final payment in the amount of $5,170.32 will be released to the contractor after December 16, 1965. The total contract amount is $172,374.01 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhn
cc Porter W. Yett Company
6500 N. E. Ainsworth Street
Portland, Oregon 97218

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 9 - 1965
FOR FILING

S-255 (9)
6581

December 8, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 10, 1965, on Contract No. 6581. The contract was with Porter W. Tutt and was for grading and stone base on the Powell Boulevard-Ellis Street Section of FAS Route 654 (S. E. 122nd Avenue) in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project on this date.

This will be presented to you for confirmation at the Commission meeting on December 14.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klabee
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. E. Johnson

bg

RECEIVED
DEC 1 - 1965
FOR FILING

S-255(9)
6581

OREGON STATE HIGHWAY DEPARTMENT

November 29, 1965

Accounting Division	( )	Traffic Division	( )
Bridge Division	( )	Division Engineer (No.)	( )
Construction Division	( )	Maintenance Division (Seeding & Mulching Sec.)	( )

Project No. S-255(9) Powell Blvd.-Ellis St. Section, Contract No. 6581, Prefix 526-1034, is currently being finaled with the Bureau of Public Roads. It is necessary that Office Engineering knows if there is work yet to be done or if there are any delayed costs that should be charged to this prefix. Notification as to the status of the project must be received by December 31, 1965 so that the project can be finaled and the prefix canceled. Your prompt reply is requested.

Note: The Division Office will be responsible for contacting the Resident Engineer currently in charge of the project area.

L. H. Young
Office Engineer

PH:bb

RECEIVED
OCT 25 1965
FOR FILING
S-2EC(9)
6471

September 28, 1965

Porter W. Yett Company
6500 N. E. Ainsworth Street
Portland, Oregon 97218

#9

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of the specified completion date from August 31, 1965, to September 20, 1965, to complete Contract No. 6581 for grade and stone base on the Powell Boulevard-Ellis Street Section of FAS 654 (S. E. 122nd Avenue) in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to September 10, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc
L. W. Rahm
Paul Northrop
F. D. Morgan
L. H. Young
C. H. Maiers

FORM E-30 ROM 3-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1965

SUBJECT: Extension of Time
Powell Blvd.-Ellis St. Section
FAS 654 (S.E. 122nd Ave.)
Contract No. 6581

To: Mr. F. B. Klaboe
Assist. State Highway Engineer

OFFICE

Attached is a request from Porter W. Yett Company, contractor on the subject contract, requesting an extension of the specified completion date from August 31, 1965 to September 20, 1965 without the assessment of liquidated damages.

The contractor's request is based on a delay in receiving the contract and bond for execution and delays occasioned by interference with utilities requiring adjustment in the work area.

Bids for this contract were received on April 6, 1965. The contract was awarded May 5, 1965, but the contract and bond were not submitted to the contractor for execution until May 10, 1965 because of delay in county participation. This is 34 days from the date bids were received, and as indicated in Section 8-8 of the 1964 Stand Specifications, "Failure of the State to submit the contract and bond to the contractor for execution within 20 days of the date of receiving bids, shall be considered cause for increasing the contract time specified for the completion of the work, without assessment of liquidated damages ...". This delay, therefore, justifies an extension of 14 calendar days.

In the Special Provisions for this contract, mention was made that an adjustment of utilities within the limits of the project could be anticipated and listed 6 utility owners. However, no stipulations were made in the Special Provisions indicating that the contractor could not consider any delays caused by the adjustment of utilities as a reason for extension of time. The standard specifications governing this contract indicate that "...failure of the State, its representatives, ... promptly in carrying out obligations

NOTED
F. B. KLABOE

and duties, ... shall be considered cause for increasing the contract time specified for the completion of the work, without assessment of liquidated damages ...". The fully executed contract and bond was received by the contractor on May 21, 1965 but he was unable to commence grading operations until June 2, 1965 because the conflict with various utilities which were within the work area. This delay justifies an extension of 12 calendar days.

The contract was completed on September 10, 1965. This is 10 calendar days over the specified completion date and amounts to $1,000.00 in liquidated damages based on the penalty rate of $100.00 per day. The reasons cited above justify an extension of 26 calendar days. Supervision and engineering on this contract was done by County forces. The Resident Engineer for the County recommends that the contractor be granted an extension of time. We recommend that the specified completion date be extended to September 10, 1965. This will eliminate all penalty.

This is a Federal-aid Secondary project and does not require concurrence by the Bureau of Public Roads.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:jkk
Attach.

cc: L. H. Young
A. E. Johnson

RECEIVED
SEP 1 0 1965
OFFICE OF
ENGINEER

RECEIVED
SEP 22 1965
FOR FILING

S-255 (9)

6371

September 22, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 9
September 28, 1965 meeting

Gentlemen:

Porter W. Tett Company, contractor on the Powell Boulevard-Ellis Street Section of S. E. 122nd Avenue (FAS 654) in Multnomah County, requests that the completion date for this work be extended from August 31, 1965, to September 20, 1965. This is a Federal-aid Secondary project on the county road system (Contract No. 6361).

The contractor contends that he received the contract for execution 34 days after bids were received. This is 14 days beyond the specified time limit. The delay was occasioned because of completing financial arrangements with Multnomah County and is a justifiable reason for extending the time. As the project was actually completed on September 10, I recommend that the completion date for this contract be extended to this date without the assessment of liquidated damages.

This matter will be on the agenda for your consideration at the September 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

JAB:bjm RLP:ms fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6581 Contractor Porter W. Yett Company

Highway FAS 654 (S. E. 122nd Ave.)

Section S. E. Powell Blvd. - S. E. Ellis St.

Kind of Work Grading and Stone Base

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Due to a delay between the date bids were received and the date the contract and bond were submitted to the contractor for execution and a delay caused by interferrence with utilities requiring adjustment.

Recommended for Approval:

Asst Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6581

Project designation FAS-C S-255(9)
State-Federal

Date awarded May 5, 1965

Work started June 2, 1965

Per cent completed ~~100~~ % ~~9-10~~-65
Date

Calendar Completed Date
No. of Workdays Allowed August 31, 1965

No. of Workdays Used 10

Req. Ext. To ~~Calendar~~ 9-~~25~~-65

No. of Added Workdays Requested 20

E—230 (Rev.)—636—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 21, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase of twenty calendar days in the number of ~~working days~~ from 8/31/65 ~~days~~ to 9/20/65 ~~days~~, within which to complete our Contract No. 6581, without the assessment of liquidated damages. The said contract is described as follows:
FAS 654 (SE 122ndAve.) Powell Blvd.-Ellis St.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Contract was awarded on May 5, 1965 and received by us fully executed on May 21, 1965, sixteen days after the award and forty-five days after the bid date. We were unable to commence grading operations until June 2, 1965, because various utilities were still in the right-of-way. Work was started north of S. E. Holgate Blvd., as soon as the Powell Valley Water Districtcleared this area; this was due to the Gilbert Water District's presence in the area south of S.E. Holgate.

Respectfully submitted,

ROBERT W. YOTT COMPANY
Contractor

By Robert W. Yott Jr.
President

CONSENT OF SURETY

Date July 21, 19 65

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby Attorney-in-fact

(SEAL)

Robert I. Downey Resident Agent

XERO COPY XERO COPY XERO COPY XERO COPY

FORM E-1 (REV. 8-62)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: September 11, 1965

SECTION:

SECTION PREFIX: 526-1034

HIGHWAY: F.A.S. 654(S.E. 122nd Ave.)

COUNTY: Multnomah

NAME OF JOB: Powell Blvd - Ellis St.

KIND OF WORK: Grading & Stone Base

CONTRACTOR: Porter W. Yatt

CONTRACT NUMBER: 6581

FEDERAL AID PROJECT NUMBER: S-255(9)

DATE OF CONTRACT: May 5, 1965

DATE WORK STARTED: June 2, 1965

ESTIMATED COMPLETION DATE: September 10, 1965

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 4 SUPERVISION: 1

SPECIFIED ~~WORK DAYS~~ Completion: August 31, 1965

WORK DAYS USED:

PROJECT AUTHORIZATION: $ 183,581.96

ENGINEERING AUTHORIZATION: $

PERCENT OF TIME ELAPSED: 100%

EXCLUSIVE OF ENGINEERING: $ 178,522.48

ENGINEERING COST TO DATE: $

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 178,522.48

PERCENT OF AUTHORIZATION . . . . . %

100%

ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %

DATE PROJECT WAS COMPLETED: 9-10-65

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1	1		1	
MILES PARTIALLY COMPLETED	1	1		1	
MILES COMPLETED	1	1		1	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	40,300	46,450		62	
TOTAL QUANTITIES CORRECTED TO DATE	40,300	46,450		63,665	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	37,000	43,700		63,665	
AVERAGE DAILY QUANTITIES	0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	
NUMBER OF SHIFTS PER DAY	1	1		1	
HOURS PER SHIFT	8	8		8	

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			Legal Holiday
TUESDAY	Fair		
WEDNESDAY	"		
THURSDAY	"		
FRIDAY	"		
SATURDAY			

RECEIVED
BEN CLIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work - legal holiday
TUESDAY	Working on sidewalks & driveways
WEDNESDAY	" " " " "
THURSDAY	Working on mail box posts and cleanup.
FRIDAY	" " " " " " "
SATURDAY	

REMARKS

Project completed September 10, 1965

SIGNED M. W. Whitfield
M. W. WHITFIELD

ADDRESS 2115 S.E. Morrison Street

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 21 1965

Form CO-21 (11-63). (Prep. by A.O. [illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 9, 1965

In reply refer to: 08-35.EC

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
Eder - Moyer - Young -
Merchant
BY ASST. STATE HWY. ENGR.

copies sent 10-5-65

SUBJECT: Evaluation of Secondary Road Plans

You will recall that during the calendar year 1962 a Secondary Road Plan evaluation was undertaken. We have been instructed to undertake a comparable evaluation which is to be completed and furnished to our Washington office no later than June 30, 1966. These instructions are national in scope, with similar studies being undertaken in all of the other States. Please be assured that no particular incident in your State prompted this evaluation.

In view of the approach of the end of the construction season, as a first step we have tentatively selected three projects for the contract administration phase in accordance with procedures under Instructional Memorandum 20-1-61 as follows:

Project No.	Name	Division	System	Supervised by
S-255(9)	N.E. 122nd Ave.	I	County	County
S-147(3)	Stayton Bridge	II	County	Bridge Div.
SU-31(7)	Crest-Patterson Streets	IV	State	Const. Div.

We would appreciate arranging for a conference sometime next week in order to review our selection as well as to discuss the overall evaluation. Upon confirmation of the above selection, please furnish single certified copies of the following documents for each project:

NOTED
F. B. KLABOE

a. Construction plans
b. Proposal
c. Special Provisions and Supplemental Standard Specifications
d. Contract
e. Letter advising contractor of award

We anticipate inspecting the selected contract administration projects during the next month. Subsequently, by utilizing your Road Design Section's report on jobs completed and stockpiled as well as your schedule of contract lettings for December 14, 1965, January 25, 1966 and March 8, 1966, three projects will be selected for evaluating the design phase at least two weeks prior to advertising. Your cooperation in arranging for a joint plans-in-hand inspection of such projects at that time would be appreciated.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

We would also appreciate receiving a listing of field surveys underway but not completed on the Federal-aid Secondary System, including county surveys in Multnomah County, with percent complete as of September 30, 1965, comparable to that furnished with Mr. Barbee's March 2, 1962 letter, in order that a project or projects may be selected for the location phase to be evaluated.

RECEIVED
SEP 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64)	STATE
3/26-42	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Multnomah
4		PROJECT NO. S-255(9)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jct. F.A. 24 S. 1.0 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-3-65	0.960
*OTHER *(Specify)*		

FUNDS

Pro Rata: 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 243,763.00	$ 154,660.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Labbe

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. H. Parsons
(Division Engineer)

By: L. E. Bucklund
L. E. Bucklund, Administrative Mgr.

Date executed by Division Engineer MAY 19 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. S-255(9)

POWELL BLVD.-ELLIS ST. SECTION OF THE

S.E. 122ND AVE. FAS 654 IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 10, 1965

Type Code 6201
Roadway (Sta. 222+47 to Sta. 273+16.41)

Roadway: Grading and Stone Base (Contract No. 6581)

Removal of Miscellaneous Concrete and Masonry	12 cu.yd.	$ 6.00	$ 72.00
Removal of curbs	332 lin.ft.	0.15	49.80
Removal of Walks & Driveways	573 sq.yd.	0.55	315.15
Removal of Catch Basins	4 only	10.00	40.00
General Excavation, Unclassified	38,700 cu.yd.	0.86	33,282.00
Trench Excavation, Unclassified	128 cu.yd.	3.00	384.00
Finishing Roadbed & Slopes	1.0 mile	300.00	300.00
8" Plain Concrete Storm Sewer Pipe, Extra Strength	286 lin.ft.	2.35	672.10
Concrete Inlets, Type "GB"	37 only	75.00	2,775.00
Concrete Sumps	37 only	235.00	8,695.00
Concrete Curbs	294 cu.yd.	31.25	9,187.50
Concrete Driveways	1,240 sq.yd.	4.00	4,960.00
Concrete Walks and 4" Concrete Surfacing	417 sq.yd.	3.00	1,251.00
Concrete Steps	156 lin.ft.	3.00	468.00
Class "A" Concrete in Walls	30 cu.yd.	47.50	1,425.00
Reinforcing Steel in Walls & Steps	1,458 lb.	0.15	218.70
1½"-3/4" Special Stone Backfill	8 cu.yd.	5.00	40.00
Stone Base	39,600 ton	2.08	82,368.00
3/4"-0 Material in Base	4,200 ton	2.26	9,492.00
3/4"-0 Material in Footpath	732 ton	2.26	1,654.32
3/8"-0 Material in Footpath	244 ton	3.00	732.00
Watering	715 M-gal.	2.00	1,430.00
1/2"-1/4" Aggregate in Prime Coat	375 cu.yd.	4.15	1,556.25
RC-800 Asphalt in Prime Coat	59 ton	45.00	2,655.00
			$ 164,022.82
Flagging (57½% of Contractor's Cost)	All Required		2,700.00
		Total Grading	$ 166,722.82

Roadway: Paving (Contract No. 6582)

Class "B" Asphalt Concrete	9,500 ton	$ 5.59	$ 53,105.00
RS-1 Asphalt in Tack Coat	10 ton	50.00	500.00
3/4"-0 Material in Shoulders	90 ton	3.50	315.00
Install Standard Monument Boxes	3 only	20.00	60.00
			$ 53,980.00
Flagging (57½% of Contractor's Cost)	All Required		900.00
		Total Paving	$ 54,880.00
		Subtotal	$ 221,602.82
		10% Engr. & Cont.	22,160.18
		Total	$ 243,763.00

Length of Roadway - - - - - - - - - - - - - - -0.960 mile
Cost of Roadway per Mile- - - - - - - - - - - -$258,919.79

Federal Funds - - - - - - - - - - - - - -

POWELL BLVD.-ELLIS ST. SECTION

STATE WORK

S-255(9)

Grading and Stone Base (Contract No. 6581)

Removal of Curbs	45 lin.ft.	$ 0.15	$ 6.75
Removal of Walks & Driveways	17 sq.yd.	0.55	9.35
Removal of Catch Basins	1 only	10.00	10.00
General Excavation, Unclassified	1,600 cu.yd.	0.86	1,376.00
8" Plain Concrete Storm Sewer Pipe, Extra Strength	8 lin.ft.	2.35	18.80
Concrete Inlets, Type "GB"	1 only	75.00	75.00
Concrete Sumps	1 only	235.00	235.00
Concrete Curbs	6 cu.yds.	31.25	187.50
Concrete Driveways	114 sq.yd.	4.00	456.00
Concrete Walks & 4" Concrete Surfacing	25 sq.yd.	3.00	75.00
Stone Base	2,400 ton	2.08	4,992.00
3/4"-0 Material in Base	250 ton	2.26	565.00
Watering	45 M-gal.	2.00	90.00
1/2"-1/4" Aggregate in Prime Coat	25 cu.yd.	4.15	103.75
RC-800 Asphalt in Prime Coat	3 ton	45.00	135.00
Mail Box Posts	277 lin.ft.	1.15	318.55
			$ 8,653.70
Flagging (57½% of Contractor's Cost)	All Required		300.00
	Subtotal - Grading		$ 8,953.70

Paving (Contract No. 6582)

Class "B" Asphalt Concrete	550 ton	$ 5.59	$ 3,074.50
Class "C" Asphalt Concrete	46 ton	12.00	552.00
RS-1 Asphalt in Tack Coat	1 ton	50.00	50.00
3/4"-0 Material in Shoulders	40 ton	3.50	140.00
			$ 3,816.50
Flagging (57½% of Contractor's Cost)	All Required		100.00
	Subtotal - Paving		$ 3,916.50
	Total State Work		$ 12,870.20

A

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JUL 12 1965
FOR FILING

1-255(9)

6581

May 5, 1965

Porter W. Yett Company
6800 NE Ainsworth Street
Portland, Oregon 97218

Gentlemen:

The State Highway Commission on April 6, 1965, accepted your proposal for grading and stone base on the Powell Boulevard-Ellis Street Section of FAS 654, (S.E. 122nd Avenue), in Multnomah County for the sum of $172,676.52 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6581. 6581

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
APR 9 - 1965
FOR FILING

S-255(1)

6581

MISC. CONTRACTS and
AGREEMENTS No. 2808

Salem, Oregon
April 5, 1965

Finance-Construction Agreement
Powell Boulevard-Ellis Street Section
FAS 654 (SE 122nd Avenue)
Multnomah County

Mr. H. S. Cox
County & City Engineer
Building

Attention: D. N. Harwell, Office Engineer
County & City Division

Attached is a partially signed copy of an agreement between the State Highway Commission and Multnomah County covering the Powell Boulevard-Ellis Street Section of FAS 654 (SE 122nd Avenue) in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Multnomah County.

Secretary

FH
Attach: 1

C&A 2808

S-255(9) Powell Blvd.-Ellis St. Sec., 1965
FAS 654 (S.E. 122nd Ave.)
#6582 Paving

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DEC 28 1966
FOR FILING

S-3-:(9)

6582

December 28, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Contract No. 6582; Project S-255(a)
S.E. Powell Blvd.-S.E. Ellis St. Sec.
Quality Control of Materials

Dear Sir:

Deviations pointed out in your letter of November 4, 1966, on the subject-named project, have been reviewed in considerable depth. What appeared to be deviations from the specifications, we find were not so much a matter of deviation, but a lack of proper documentation in job mix changes.

Changes in procedures to see that this will not happen again have been initiated, and the County Forces who performed the engineering on the job have given every assurance that these revised procedures will be followed in the future.

This particular instance has emphasized to the Department the coordination that must exist between County Forces and the State. The Department, too, will maintain tighter control over jobs of this type.

Attached are letters from John H. Walker, Assistant Construction Engineer; C. T. Keasey, Assistant Division Engineer; and M. W. Whitfield, Assistant Construction Engineer for Multnomah County. These letters set forth in some detail the circumstances which led your office and this office to the conclusion that there was lack of quality control.

We are all in agreement that the following primary objectives shall be followed on future projects:

1. Better lines of communication between the State and County personnel regarding the methods and procedures to be followed and any changes made.

2. More complete and accurate documentation.

3. More critical review of records prior to submission for final certification.

In view of the foregoing, and of the fact that an acceptable project was constructed, it is recommended that this project be accepted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Attachments

LHY:ia

cc: F. B. Klaboe
F. D. Morgan

FORM S-30 REV 10-60

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1966

SUBJECT: S. E. Powell Blvd.-S.E. Ellis St. Section
S. E. 122nd Avenue
Contract No. 6582

To:
Mr. L. H. Young
Office Engineer
BUILDING

Referring to A. W. Parsons' letter of November 4, 1966 in which he questions the use of what might be non-specification material on the subject project, our investigation reveals what appears from the project records to be use of non-specification material (aggregates and asphalt outside the job mix design) is not entirely true.

The asphaltic concrete job mix formula was changed in the field without proper documentation being made to cover these changes. When considering these alterations the materials were in substantial conformance with the specifications.

Meetings were held with State and Multnomah County personnel in attendance and the problems encountered on this project were thoroughly discussed. It was agreed by those in attendance that revisions in control procedures and documentation would be placed in effect to eliminate the recurrence of these problems.

Due to the above, it is recommended that the project be accepted without penalty.

F. D. Morgan
Construction Engineer

By John H. Walker
Assistant Construction Engineer

JHW:fp

COMMISSIONERS
MEL GORDON
DAVID ECCLES
M. JAMES GLEASON

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES

2115 S.E. MORRISON
PORTLAND, OREGON 97214
227-6411

December 19, 1966

Mr. L. W. Rulien, Division Engineer
Oregon State Highway Department
P. O. Box 02157
Portland, Oregon 97202

Re: S.E. Powell - S.E. Ellis St. on S.E. 122nd Ave.
Contract #6582

Dear Mr. Rulien:

In reviewing the test reports of the asphaltic concrete analysis, it is obvious that the asphalt content of the material placed on the road does not comply with the prescribed design mix for the base course on the subject contract. In discussing this problem with the various personnel involved it was determined that the job mix for the base course was changed but not documented. From the beginning the mix appeared to have all the visual qualifications normally associated with a good mix design. The lab analysis indicated that asphalt content was running around 5.0% which compared favorably with the design mix on the Marine Drive-Shaver Street section of N.E. 122nd, Contract 6481 FA #S-255 (8), which was done by the same contractor using the same aggregate the year before.

Test results also show an excess of materials passing the #200 screen. This has always been a problem with this particular paving plant. Control was good until the last two days of paving and just as we thought control was restored the project was completed.

We feel this project has been constructed with a great deal of thought and attention except in the documentation of changes and adjustments made during the course of construction. The upgrading of this phase of the work has been discussed with the personnel involved in Multnomah County and the Oregon State Highway Department Revision on documentation and testing proceedures have been made to eliminate the possibility of a reoccurance of this problem.

We certify that to the best of our knowledge the forgoing statements are true and accurate.

Very truly yours,

P. C. NORTHROP
County Engineer & Roadmaster

M. W. Whitfield
By M. W. Whitfield
Assistant Construction Engineer

DIVISION NO. 1
RECEIVED
DEC 19 1966

NOTED ☐ D.E. ☑ A.D.E. ☐ C.E. ☐ T.E.

MWW:bg

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

BLL 41-28-66 pp 6

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 4, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-255(a)
SE. Powell Boulevard - Ellis Street
Quality Control of Materials

Our review of the materials certification submitted with Mr. L. H. Young's October 26, 1966, letter requesting our acceptance of the subject project reveals that full quality control of materials, mainly asphaltic concrete, is apparently not being maintained by Multnomah County personnel responsible for the administration of the contract. It also appears that the State concurs in the acceptance of this nonspecification material without assessment of a penalty for noncompliance.

While there may be an occasional instance in which it is determined to be in the public interest to accept a project despite some deviations from the specifications covering certain construction items, it is felt that the number of exceptions to the materials certification for this project are excessive. It is requested therefore, that a full explanation be furnished this office covering justification for acceptance of this project as being in substantial conformance with the approved plans and specifications. In addition, please indicate what action the State plans to take to insure that all materials used on future County-administered projects will meet the pertinent specification requirements of the contract.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

Morgan - for subsequent action

11-14-66

RECEIVED
NOV 14 1966
OFFICE ENGINEERING
DIVISION

RECEIVED
OFFICE OF
STATE

Under separate cover

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 20 1966
FOR FILING

1-255(9)

6582

June 20, 1966

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6582 awarded to Warren Northwest, Division of Warren Brothers Company, for paving the Powell Boulevard-Ellis Street Section of FAS 654 (S.E. 122nd Avenue) in Multnomah County was completed on May 4, 1966, and accepted by the Highway Commission on June 16, 1966.

Final payment in the amount of $2,089.83 will be released to the contractor after June 27, 1966. The total contract amount is $56,650.69 including $999.63 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

Cm

cc Warren Northwest
Division of Warren Brothers Company
P.O. Box 20337
Portland, Oregon

Ward Cook-Rodgers Insurance Co., Inc.
534 S.W. 3rd Avenue
Portland, Oregon
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUN 16 1966
FOR FILING
1-255(9)
6582

June 16, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed May 4, 1966, on Contract No. 6582. The contract was with Warren Northwest, Division of Warren Brothers Company, and was for paving on the Powell Boulevard-Ellis Street Section of FAS 654 (S. E. 122nd Avenue) in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 16, 1966, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. E. Johnson

bg fn

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: May 7, 1966
SECTION: Powell Blvd. - Ellis St.		SECTION PREFIX: 526-1035
HIGHWAY: S.E. 122nd Ave.		COUNTY: Multnomah
NAME OF JOB: FAS #654 (S.E. 122nd Ave.)	KIND OF WORK: Paving	
CONTRACTOR: Warren Northwest, Div. Warren Bros. Co.	CONTRACT NUMBER: 6582	FEDERAL AID PROJECT NUMBER: S-255 (9)
DATE OF CONTRACT: May 5, 1965	DATE WORK STARTED: Sept. 7, 1965	ESTIMATED COMPLETION DATE: May 4, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 15 SUPERVISION: 2	SPECIFIED ~~WORKING~~ Completion: June 15, 1966	WORK DAYS USED
PROJECT AUTHORIZATION: $ 41,920.18	ENGINEERING AUTHORIZATION $	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 41,920.18	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 38,000.00	PERCENT OF AUTHORIZATION ____%	100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9 %	DATE PROJECT WAS COMPLETED: May 4, 1966	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1
MILES PARTIALLY COMPLETED					
MILES COMPLETED					1
TOTAL ESTIMATED QUANTITIES (CONTRACT)					10,096
TOTAL QUANTITIES CORRECTED TO DATE					9,823
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					9,823
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 BlawKnox Paver - 1 rubber tire roller - 8 Dump Trucks - 1 Three Wheel Roller
2 Tandem Rollers - 1 Distributor - 1 Pickup Truck

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			Routing — Morgan — Price E
MONDAY	Fair		Decker — Bond B — McCloud — Hunt
TUESDAY	Fair		Barbee — Walker W — Scott — White
WEDNESDAY	Fair		Crim — Litchfield — Olson
THURSDAY			Linn
FRIDAY			
SATURDAY			

RECEIVED
MAY 17 1966
CONSTRUCTION
DIV.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Paving from Holgate to the south end of the project and constructing feather joints at the intersections.
TUESDAY	Continued paving from Holgate south.
WEDNESDAY	Completed paving only - 116 ton layed today.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED M. W. Whitfield

ADDRESS

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 20 1965
FOR FILING

Form CD-12 (Rev. 11-60) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 9, 1965

In reply refer to: 08-35.EC

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
Eber - Bryan - Young -
STATE HWY. ENGR.
Merchant

SUBJECT: Evaluation of Secondary Road Plans

You will recall that during the calendar year 1962 a Secondary Road Plan evaluation was undertaken. We have been instructed to undertake a comparable evaluation which is to be completed and furnished to our Washington office no later than June 30, 1966. These instructions are national in scope, with similar studies being undertaken in all of the other States. Please be assured that no particular incident in your State prompted this evaluation.

In view of the approach of the end of the construction season, as a first step we have tentatively selected three projects for the contract administration phase in accordance with procedures under Instructional Memorandum 20-1-61 as follows:

Project No.	Name	Division	System	Supervised by
S-255(9)	N.E. 122nd Ave. #6581 #6582	I	County	County
S-147(3)	Stayton Bridge #6529	II	County	Bridge Div.
SU-31(7)	Crest-Patterson Streets #6505	IV	State	Const. Div.

We would appreciate arranging for a conference sometime next week in order to review our selection as well as to discuss the overall evaluation. Upon confirmation of the above selection, please furnish single certified copies of the following documents for each project:

a. Construction plans
b. Proposal
c. Special Provisions and Supplemental Standard Specifications
d. Contract
e. Letter advising contractor of award

We anticipate inspecting the selected contract administration projects during the next month. Subsequently, by utilizing your Road Design Section's report on jobs completed and stockpiled as well as your schedule of contract lettings for December 14, 1965, January 25, 1966 and March 8, 1966, three projects will be selected for evaluating the design phase at least two weeks prior to advertising. Your cooperation in arranging for a joint plans-in-hand inspection of such projects at that time would be appreciated.

(more)

TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

We would also appreciate receiving a listing of field surveys underway but not completed on the Federal-aid Secondary System, including county surveys in Multnomah County, with percent complete as of September 30, 1965, comparable to that furnished with Mr. Barbee's March 2, 1962 letter, in order that a project or projects may be selected for the location phase to be evaluated.

RECEIVED
SEP 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 12 1965
FOR FILING

A-255(9)

6582

May 5, 1965

Warren Northwest
Division of Warren Bros. Company
P. O. Box 7575
Portland, Oregon

Gentlemen:

The State Highway Commission on April 6, 1965, accepted your proposal for paving on the Powell Boulevard-Willis Street section of FAS 634, (S.E. 182nd Avenue), in Multnomah County for the sum of $57,796.30 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6582. 6582

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

7-8307 Forest Bdry.-Wheeler Co. Line Sec., Ochoco Hwy. (Cr. Material in Stockpile) 1965

#6583

RECEIVED
OCT 12 1965
FOR FILING
1-8307
6483

October 11, 1965

Maryland Casualty Company
Baltimore 3,
Maryland

Gentlemen:

Contract No. 6583 awarded to Jungwirth Bros., Inc., for rock production on the Forest Boundary-Wheeler County Line Section of the Ochoco Highway in Crook County, was completed on August 28, 1965, and accepted by the Highway Commission on October 8, 1965.

Final payment in the amount of $1,537.50 will be released to the contractor after October 18, 1965. The total contract amount is $33,347.45 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lm

cc Jungwirth Bros., Inc.
602 East Jefferson
Stayton, Oregon

Robert A. Stahl
1415 S.E. Anbeny
Portland, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 11 1965
FOR FILING

7-8307

6944

October 8, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 28, 1965, on Contract No. 6583. The contract was with Jungfrith Bros., Inc. and was for rock protection on the Forest Boundary-Shanlar County Line Section of the Cohoco Highway in Crook County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective October 8, 1965, and that you concur in this procedure at the Commission meeting on November 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Forest Boundary-Wheeler County Line		WEEK ENDING: Sept. 4, 1965
		SECTION PREFIX: 7-8307
HIGHWAY: Ochoco		COUNTY: Crook
NAME OF JOB: Forest Boundary-Wheeler County Line	KIND OF WORK: Rock Production	
CONTRACTOR: Jungwirth Bros., Inc.	CONTRACT NUMBER: 6583	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 20, 1965	DATE WORK STARTED: June 15, 1965	ESTIMATED COMPLETION DATE: complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $36,000.00	SPECIFIED COMPLETION DATE: 10-1-65	PERCENT OF TIME ELAPSED: 78
EXCLUSIVE OF ENGINEERING: $33,440	ENGINEERING AUTHORIZATION: $2,560	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $35,440	ENGINEERING COST TO DATE: $2,400	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN ~~ROCK FOR~~ 5½ %	PERCENT OF AUTHORIZATION: 94 %	DATE PROJECT WAS COMPLETED: August 28, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			13,000 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			13,000CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				B
TUESDAY				Walker W
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor finished project on Saturday, 8-28-65.

Semifinal estimate will be submitted next week.

Final Report.

SIGNED R. H. Clark LOCATION Bend

Res. Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
MAY 24 1965
COMMISSIONERS
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

7-8307
[illegible]

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 21, 1965

Jungwirth Bros., Inc.
302 S. Jefferson
Creyton, Oregon

Gentlemen:

The State Highway Commission on May 20, 1965, awarded to you State Highway Contract No. 6283 for the following project:

Crushed material in stockpile on Forest Boundary-Wheeler County Line Section of the Mohoco Highway in Crook County.

This award was based on your bid of $30,750 which was submitted to the Commission on May 18, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jc

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

I-5-3(67)	Winchester-South Umpqua	1965
125	River Sec., Pacific Hwy.	
#6584	(Roadside Improve.)	

Monthly transaction number	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
6-85		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
10		Douglas
Modification number	*(PPM 21-7)*	Project number
1		I-5-3(67)125

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 18, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 130,703	$ 134,756.00
Federal funds	$ 120,500	$ 123,323.93
Other revisions		

This modification is made for the following reasons:

Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14 day of June, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F J Klabon

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. Parsons, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

US COMM-DC 26364-P65

#6584 STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
6-193	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 4		COUNTY Douglas
		PROJECT NO. I-5-3(67)125

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Winchester Interchange to S. Umpqua River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-26-65	0.000
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 130,703.00	$ 120,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer 6-18-65

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. I-5-3(67)125

WINCHESTER-S. UMPQUA RIVER SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 8, 1965

Type Code Y005
Roadside Improvement (Sta. 2284+50 to Sta. 2529+00)(Contract No. 6584)

3/4" - 0 Material in Stone Leveling Course	54	cu.yds.	$ 9.00	$ 486.00
Class "C" Asphaltic Concrete	104	tons	28.78	2,993.12
Furnishing and Placing Topsoil	1,150	cu.yds.	2.90	3,335.00
Furnishing and Planting Trees	770	only	9.97	7,676.90
Furnishing and Planting Shrubs	11,500	only	3.33	38,295.00
Furnishing and Planting Vines, Bearberry	21,380	only	0.54	11,545.20
Furnishing and Planting Vines, Ivy	3,410	only	0.38	1,295.80
Lawn Construction	6.50	acres	1,212.00	7,878.00
Grass Seed, Marion Bluegrass	1,180	lbs.	1.82	2,147.60
Inorganic Fertilizer, 10-16-8	130	cwt.	6.48	842.40
Organic Fertilizer, 5-3-2	62	cwt.	7.78	482.36
Manure Fertilizer	250	cu.yds.	4.20	1,050.00
Sawdust or Bark Mulch	480	units	14.62	7,017.60
1-inch Electrical Conduit	450	lin.ft.	0.65	292.50
1½-inch Electrical Conduit	130	lin.ft.	1.25	162.50
½-inch Water Pipe	3,270	lin.ft.	0.27	882.90
3/4-inch Water Pipe	3,360	lin.ft.	0.34	1,142.40
1-inch Water Pipe	6,950	lin.ft.	0.36	2,502.00
1½-inch Water Pipe	6,200	lin.ft.	0.45	2,790.00
1½-inch Water Pipe	1,770	lin.ft.	0.54	955.80
2-inch Water Pipe	1,730	lin.ft.	0.70	1,211.00
2½-inch Water Pipe	2,340	lin.ft.	0.87	2,035.80
3-inch Water Pipe	1,740	lin.ft.	1.20	2,088.00
½-inch Steel Water Pipe	1,790	lin.ft.	0.32	572.80
3/4-inch Steel Water Pipe	220	lin.ft.	0.28	61.60
1½-inch Steel Water Pipe	25	lin.ft.	2.92	73.00
2-inch Steel Water Pipe	25	lin.ft.	3.08	77.00
2½-inch Steel Water Pipe	135	lin.ft.	2.75	371.25
3-inch Steel Water Pipe	115	lin.ft.	2.44	280.60
1-inch Gate Valves	1	only	5.00	5.00
1½-inch Gate Valves	1	only	7.30	7.30
2-inch Gate Valves	1	only	11.40	11.40
2½-inch Gate Valves	1	only	27.50	27.50
1½-inch Automatic Section Valves	20	only	76.39	1,527.80
1½-inch Automatic Section Valves	42	only	81.47	3,421.74
2-inch Automatic Section Valves	7	only	92.78	649.46

3/4-inch Quick-Coupling Hose Valves	16 only	$ 7.00	$ 112.00
1/2-inch Manual Drain Valves	80 only	5.88	470.40
2-inch Vacuum Breaker Valves	1 only	145.00	145.00
2½-inch Vacuum Breaker Valves	1 only	525.00	525.00
Pop-up Rotary Sprinkler Heads	200 only	30.15	6,030.00
Agricultural Rotary Sprinkler Heads	15 only	8.75	131.25
Shrubbery Sprinkler Heads	850 only	3.40	2,890.00
Bubbler Heads	20 only	3.00	60.00
11 Section Automatic Controllers	1 only	391.20	391.20
16 Section Automatic Controllers	1 only	422.88	422.88
20 Section Automatic Controllers	1 only	444.75	444.75
22 Section Automatic Controllers	1 only	495.00	495.00
Electrical Moisture Control Regulator	4 only	115.00	460.00
			$118,771.81
Flagging (57½% of Contractor's Cost)	All Required		$ 50.00
	Subtotal		$118,821.81
	10% Engr. & Cont.		11,881.19
	Total		$130,703.00

Federal Funds - - -

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(67)125

WINCHESTER-S. UMPQUA RIVER SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 20, 1965

Type Code Y005
Roadside Improvement (Sta. 2284+50 to Sta. 2529+00)

3/4" - 0 Material in Stone Leveling Course	54 cu.yds.	$ 3.50	$ 189.00
Class "C" Asphaltic Concrete	104 tons	10.00	1,040.00
Furnishing and Placing Topsoil	1,150 cu.yds.	3.00	3,450.00
Furnishing and Planting Trees	770 only	10.00	7,700.00
Furnishing and Planting Shrubs	11,500 only	3.50	40,250.00
Furnishing and Planting Vines, Bearberry	21,380 only	0.50	10,690.00
Furnishing and Planting Vines, Ivy	3,410 only	0.30	1,023.00
Lawn Construction	6.50 Acres	1,300.00	8,450.00
Grass Seed, Merion Bluegrass	1,180 lbs.	0.70	826.00
Inorganic Fertilizer, 10-16-8	130 cwt.	6.00	780.00
Organic Fertilizer, 5-3-2	62 cwt.	6.00	372.00
Manure Fertilizer	250 cu.yds.	8.00	2,000.00
Sawdust or Bark Mulch	480 units	15.00	7,200.00
1-inch Electrical Conduit	450 lin.ft.	1.32	594.00
1½-inch Electrical Conduit	130 lin.ft.	1.42	184.60
½-inch Water Pipe	3,270 lin.ft.	0.48	1,569.60
3/4-inch Water Pipe	3,360 lin.ft.	0.50	1,680.00
1-inch Water Pipe	6,950 lin.ft.	0.54	3,753.00
1-1/4 inch Water Pipe	6,200 lin.ft.	0.58	3,596.00
1½-inch Water Pipe	1,770 lin.ft.	0.70	1,239.00
2-inch Water Pipe	1,730 lin.ft.	1.12	1,937.60
2½-inch Water Pipe	2,340 lin.ft.	1.18	2,761.20
3-inch Water Pipe	1,740 lin.ft.	1.70	2,958.00
½-inch Steel Water Pipe	1,790 lin.ft.	0.39	698.10
3/4-inch Steel Water Pipe	220 lin.ft.	0.41	90.20
1½-inch Steel Water Pipe	25 lin.ft.	1.06	26.50
2-inch Steel Water Pipe	25 lin.ft.	1.96	49.00
2½-inch Steel Water Pipe	135 lin.ft.	1.71	230.85
3-inch Steel Water Pipe	115 lin.ft.	2.80	322.00
1-inch Gate Valves	1 only	20.00	20.00
1½-inch Gate Valves	1 only	25.00	25.00
2-inch Gate Valves	1 only	33.00	33.00
2½-inch Gate Valves	1 only	35.00	35.00
1½-inch Automatic Section Valves	20 only	38.00	760.00
1½-inch Automatic Section Valves	42 only	40.00	1,680.00
2-inch Automatic Section Valves	7 only	45.00	315.00
3/4-inch Quick-Coupling Hose Valves	16 only	5.00	80.00

½-inch Manual Drain Valves	80 only	$ 8.00	$ 640.00
2-inch Vacuum Breaker Valves	1 only	300.00	300.00
2½-inch Vacuum Breaker Valves	1 only	600.00	600.00
Pop-up Rotary Sprinkler Heads	200 only	24.00	4,800.00
Agricultural Rotary Sprinkler Heads	15 only	20.00	300.00
Shrubbery Sprinkler Heads	850 only	1.50	1,275.00
Bubbler Heads	20 only	1.50	30.00
11-Section Automatic Controllers	1 only	260.00	260.00
16-Section Automatic Controllers	1 only	500.00	500.00
20-Section Automatic Controllers	1 only	1,975.00	1,975.00
22-Section Automatic Controllers	1 only	2,200.00	2,200.00
Electrical Moisture Control Regulator	4 only	125.00	500.00
			$121,987.65
Flagging (57½% of Contractor's Cost)	All Required		50.00
	Subtotal		$122,037.65
	10% Engr. & Cont.		12,203.35
	Total		$134,241.00

Federal Funds ---------- $123,500.00

State Funds ---------- 10,741.00

$134,241.00

RECEIVED
APR 18 1967

I-5-3(62) 125
6584

April 17, 1967

St. Paul Fire and Marine Insurance Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 6584 awarded to Ramsey-Waite Co., Inc., for roadside improvement on the Winchester-S. Umpqua River Section of the Pacific Highway in Douglas County was completed on January 12, 1966, and accepted by the Highway Commission on April 14, 1967.

Final payment in the amount of $10,021.13 will be released to the contract after April 24, 1967. The total contract amount is $120,082.47 including $381.62 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Ramsey-Waite Co., Inc.
4102 Franklin Blvd.
Eugene, Oregon 97403

Tramp & McKinley Ins. Agency
260 11th Avenue East
Eugene, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
APR 17 1967
FOR FILE

I-5-3(67)125

6584

April 14, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed January 12, 1966, on Contract No. 6584. The contract was with Ramsey-Waite Company, Inc, and was for roadside improvement on the Winchester-South Umpqua River Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 14, 1967, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler
srb jw

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. DRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAR 1 1967

I-5-3(67)125
6584

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 27, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on January 26, 1967, on Contract No. 6584, Winchester-S. Umpqua River Section, in Douglas County, in connection with Federal Aid Project No. I-5-3(67)125.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 4-7-67

Conditions noted on above date:

Project satisfactorily completed.

A. W. Parsons
Division Engineer

By: T. Dec

T. Dec
Engineering Coordinator

RECEIVED
FEB 28 1967
HIGHWAY DIV.
I-5-2(17) 125
6584

Salem, Oregon
February 27, 1967

Completion of Contract

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

This is to advise you that all work including replacement planting was completed on January 26, 1967, on Contract No. 6584, Winchester-S. Umpqua River Section, in Douglas County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:_____

Conditions noted on above date:

Construction Engineer

VB:bb

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION		WEEK ENDING: Jan. 27, 1967
		SECTION PREFIX: 610-1006
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: Winchester-S. Umpqua River	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Ramsey-Waite Co.	CONTRACT NUMBER: 6584	FEDERAL AID PROJECT NUMBER: I-5-3(67)125
DATE OF CONTRACT: May 20, 1965	DATE WORK STARTED: June 15, 1965	ESTIMATE COMPLETION DATE: 12-9-66
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $133,674.53	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $124,168.79	ENGINEERING AUTHORIZATION $9,505.74	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $124,166.79	ENGINEERING COST TO DATE $12,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . 130 %	DATE PROJECT WAS COMPLETED: 12-9-66 Post Semi-final submitted during this week (Final)

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy & Windy			
TUESDAY	Cloudy & Cold			
WEDNESDAY	Cloudy & Rain			
THURSDAY	Cloudy & Rain			
FRIDAY	Cloudy & Rain			
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

As the final Post Semi-final estimate was submitted this week, this represents our final weekly report on this project.

SIGNED W. D. Ingalsbee LOCATION Box 1128, Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JAN 13 1967
FOR FILING
I-5-3(67) 125
6571

3g

December 20, 1966

Ramsey-Haite Company, Inc.
4102 Franklin Boulevard
Eugene, Oregon 97403

#5

Gentlemen:

The State Highway Commission at its meeting on December 19 considered your request for an extension of time on Contract No. 6584 on the Winchester--South Umpqua River Section of the Pacific Highway in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an extension of the specified completion date to January 12, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc L.R. Chandler
K.D. Limbocker
L.H. Young
F.D. Morgan
C.H. Maines
Bureau of Public Roads

RECEIVED
DEC 15 1966
FOR FILING

I-5-3(67)125

6484

December 14, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 5
December 19, 1966 meeting

Gentlemen:

Ramsey-White Company, Inc., contractor on the Winchester-South Umpqua River Section Roadside Improvement project on the Pacific Highway in Douglas County, Contract No. 6584, requests an extension of the specified completion date from December 31, 1965, to January 12, 1966.

A stop work order was issued on December 30, 1965, because of the unsuitability of weather and ground conditions which precluded the possibility of performing acceptable work. The order was rescinded January 12, 1966, and the project was completed on that date.

I recommend that the specified completion date be advanced to January 12, 1966. This will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the December 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

DES:rw bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6584 Contractor Ramsey-Waite Co.

Highway Pacific

Section Winchester-S. Umpqua River

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Stop work order issued December 30, 1965 and rescinded January 12, 1966.

Recommended for Approval:

Jay B Boyd
Division Engineer

Richard A Bond
for Construction Engineer or Bridge Engineer

T H Nelson
Assistant State Highway Engineer

Contract No. 6584

Project designation I-5-3(67)125 State-Federal

Date awarded May 20, 1965

Work started June 15, 1965

Per cent completed 100% Date Jan 12, 1966

Completion Date

No. of Workdays Allowed Dec. 31, 1965

Date Completed

No. of Workdays Used Jan 12, 1966

Rec. extension to January 12, 1966

No. of Added Workdays Requested

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Nov. 9, **19**66

Gentlemen:

We, the undersigned, respectfully request ~~an increase in the number of workdays~~ a change in the completion date from 12/30/66 ~~days~~ to 1/12/66 ~~days~~, within which to complete our Contract No. 6584, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Extreme weather conditions from Dec. 20, 1965—Jan. 5, 1966 prevented work on this project. Wet ground conditions prevented work from Jan 5, 1966 to Jan 11, 1966. Work was completed on Jan 12, 1966.

Respectfully submitted,

RAMSEY - WAITE CO., INC.
Contractor

By Edward W. Waite **Secretary**

CONSENT OF SURETY

Date November 9, **19**66

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ronald C. Boehi
Attorney-in-fact

Ronald C. Boehi
TROMP & MCKINLEY AGENCY
BY: Ronald C. Boehi **(SEAL)**
Resident Ag

Form CD-121 (11-65) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 9, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-3(67)125
Winchester-South Umpqua River Section, Pacific Highway
Request for Time Extension

We have received you letter of December 2, 1966 concerning an extension of time request on the above mentioned project.

On the basis of the stop work order issued because of weather conditions we concur in an extension of time from December 31, 1965 to January 12, 1966.

copies
REFERRED TO
Mann Bond-Gray
By Asst. St. Hwy Engr
12-15-66

NOTED
F.B. KLABOE

RECEIVED
DEC 12 1966
OFFICE
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 30, 1966

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Winchester-South Umpqua River Br. Sec.
Pacific Highway
Contract No. 6584

Attached is a request from Ramsey-Waite Co., Inc. for an extension of the specified completion date from December 31, 1965 to January 12, 1966. The contractor's request is based on unsuitability of weather and ground conditions in the period from December 20 through January 11.

Because of unsuitable weather and ground conditions, which were not conducive to good construction practices, a stop work order was issued on December 30, 1965. This order was rescinded on January 12, 1966 and the project was completed on that date.

Based on the stop work order mentioned above, we recommend that the specified completion date be extended to January 12, 1966. This will eliminate all liquidated damages. This project had a specified calendar date completion and is covered by the 1964 Standard Specifications without modification. An extension of time based on "stop work" time is allowed under these specifications.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reason for granting an extension is valid.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

RECEIVED
DEC 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

DES:rw
Attach.
cc: L. H. Young

STATE COPY

Form A-106—8M

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date 12/[illegible]/66
[illegible] Div. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1 (Supplemental)

Project Name Winchester-S. Umpqua River Date December 20, 1966

Highway Pacific Contract No. 6584 F. A. Project No. I-5-3(67)125

County Douglas Prefix 610-1006 Account No. 279-01

Description of Work To Be Done: To provide additional funds for the payment of the cost of water utilized for plant establishment for this project.

Location by Station Numbers: Throughout the Project.

Estimate of Quantities and Costs:

SFO #1- - - - - - - - - -	$1,083.32
SFO #1 (Supplemental) -	1,111.93
	$2,195.25

NOTED
F. B. KLABOE

Explanation: Due to an exceedingly dry season, considerable water was used in plant establishment for this project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$133,674.53
Present estimate of project cost, including $1,111.93 for work under this order	$133,674.53
Expected under-run / over-run (amount)	$0.00
Expected under-run / over-run (per cent)	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or [illegible] For

Approval Recommended: /s/ Jay B. Boyd, Division Engineer

Approved: /s/ L. H. Young, [illegible] Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
DEC 5 - 1966
FOR FILING
I-5-3(67)125
6584

December 2, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Request for Time Extension
Winchester-South Umpqua River Section
Pacific Highway, Project I-5-3(67)125

We have received from Ramsey-Waite Company, Inc., contractor on the subject project, a request for an extension of the specified completion date from December 31, 1965, to January 12, 1966. The contractor's request is based on unsuitable weather and ground conditions in the period from December 20 through January 11.

Because of unsuitable weather and ground conditions, which were not conducive to good construction practices, a stop work order was issued on December 30, 1965. This order was rescinded on January 12, 1966, and the project was completed on that date.

Based on the stop work order mentioned above, we recommend that the specified completion date be extended to January 12, 1966. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:rw srb

COPY SENT

DIVISION FILE COPY

Form A-105—STM

COPY SENT FEB 15 1966

15 FEB 1966 REGIONAL OFFICE

APPROVED
Contingent upon modification
project
funds
JUL 1 1965
Jul
Title Dist. Engin
U.S. Bureau of Public Roa

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

STATE APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Winchester-S. Umpqua River Date January 18, 1966

Highway Pacific Contract No. 6584 F. A. Project No. I-5-3(67)

County Douglas Prefix 610-1006 Account No. 279-01

Description of Work To Be Done:

To provide funds for the payment of the cost of water utilized on this project for flushing, balancing and testing system and for all required irrigation as per letter from John A. Bond dated January 10, 1966.

Location by Station Numbers:

Throughout the project.

Estimate of Quantities and Costs:

Water billed to and paid by Ramsey-Waite Co.	$ 361.04
Water billed to and paid by State Maintenance	122.28
Prorated requirement for balance of contract	600.00
Total Cost	$1,083.32

Explanation:

An apparent erroneous interpretation of the General Specifications, Section 754-3.2 as to what comprises a State owned or State controlled source of water resulted in payment for water by the contractor. This order corrects this and provides for future payment by the State. $483.32 has been performed to date.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$133,674.53
Present estimate of project cost, including $1,083.32 for work under this order	$133,674.53
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0.00

Space to right of this line for use of Salem Office

Submitted by: /s/ K. D. Limbacker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, ~~Assistant State Highway Engineer~~

RECEIVED
JAN 20 1966

FOR FILING

I-5-3(67)125

6-74

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project [illegible] funds and [illegible]
JAN 13 1966 WE Martin
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Winchester - So. Umpqua River Date January 10, 1966

Highway Pacific Contract No. 6584

County Douglas Prefix 610-1006

Contractor Ramsey - Waite Co. F. A. Project No. I-5-3(67)125

Address 4102 Franklin Blvd., Eugene, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

EXCAVATE CUT-OFF DITCH: Excavate Cut-off ditch along present R/W to divert surface drainage from existing overloaded storm drain system. Ditch to be constructed to drain North to existing 36" cross-pipe. Excess material to be disposed of.

Location by station numbers:

L 2486 to L 2493

Estimate of quantities and cost:

Equipment	$150.00
Labor	$150.00
Total	$300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Bid items do not cover this type of work. All work to be performed in compliance with the Standard Specifications for this project. Equipment rates as per State/A.G.C. agreement. Work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 133,674.53	
Present estimate of project cost, including $300.00 for work under this order	$ 133,674.53	
Expected under-run / over-run amount	$ 0.0	
Expected under-run / over-run per cent	0.0	

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ Jay B. Boyd, Division Engineer

Approval Recommended /s/ John A. Bond for Construction Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer

State Printing

1-20-66

RECEIVED
AUG 25 1965

Form SD-121
(11-63)
(Prep. by
A.G. [illegible]

UNITED STATES GOVERNMENT

Memorandum

I-5-3(67)125

TO : Mr. Forrest Cooper, State Highway Engineer
6584 Salem, Oregon
Attention: Mr. F. D. Morgan

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(67)125
Winchester-So. Umpqua River Section
Roadside Improvement

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 20, 1965

In reply refer to: 08-35.DB-1

In regards to your August 9, 1965 letter concerning the addition to the irrigation system west of the "B" Line; we have reviewed this proposal and the design meets with our approval.

You may proceed with the negotiations for a price agreement or extra work order to cover this work.

RECEIVED
AUG 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Morgan Hoole
By Asst. State Hwy. Engr.
8-25-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 12 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

RE: Winchester-South Umpqua River Section
Roadside Improvement
Contract No. 6584
Project No. I-5-3(67)125

Enclosed is the plan for an addition to the irrigation system west of the "F" Line on the subject project. The estimated cost, based on the contractor's bid prices, is approximately $2,926.00.

The addition has been discussed in the field by Mr. P. V. Riedl and he has given us a verbal approval to proceed with the plans and cost estimate. Your formal concurrence in the addition of this work to the subject project is requested.

Additional wiring for this system was approved under Price Agreement No. 1.

Very truly yours,

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

Enc.
EAM:dsfp
cc F. B. Klaboe
L. H. Young
M. H. Astrup

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1965

Form CD-121 (11-63) (Prev. Ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR F...

I-5-3(67)125

6584

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 8, 1965

In reply refer to: 08-35.EC

By: ME Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-3(67)125
Winchester-S. Umpqua River Section
Roadside Improvement

As requested in Mr. Young's letter of June 3, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of May 20, 1965 in the award of contract No. 6584 to Ramsey-Waite Co., Inc., of Eugene, Oregon, low bidder in the amount of $118,771.81 at the May 18, 1965 bid opening.

The project will not be accepted as complete unless utility access rights listed as exceptions are acquired in addition to other requirements for such action.

RECEIVED
JUN 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Young

orig to Young
6-10-65
copy to Moehring

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 24 1965
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
PARCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5 (67) 1(C)
6-724

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 21, 1965

Ramsey-Kaite Co., Inc.
4102 Franklin Boulevard
Eugene, Oregon 97403

Gentlemen:

The State Highway Commission on May 20, 1965, awarded to you State Highway Contract No. 6724 for the following project:

Roadside improvement on the Winchester-South Umpqua River Section of the Pacific Highway in Douglas County.

This award was based on your bid of $118,771.81 which was submitted to the Commission on May 18, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Mr. F. D. Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)
Mr. Mark Astrup

RECEIVED
MAY 7 1965
FOR FILING

TC-67135
6584 May 3, 1965

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

5-3-6

CONSTRUCTION DIVISION
RECEIVED
MAY 5 1965
ROUTED-- CE ACE AC. L

Mr. Forrest Cooper
State Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The proposed emergency restoration jobs referred to in your letter to us dated April 26, 1965 are listed below in conjunction with our comments and recommendations pertaining to the protection of fish life.

Winchester-South Umpqua River Section, Pacific Highway, Douglas County (Roadside Improvement).

Modoc Road-Bybee Bridge Section, Table Rock Road, Jackson County.

N. W. Johnson-S. W. Montgomery Section, Stadium Freeway, Multnomah County.

These three projects do not involve the fishery resource, hence we anticipate no conflicts.

Mason Dam Section, Sumpter Valley Highway, Baker County.

Marks Creek-John Day Highway Section and Prineville-Crooked River Section, Ochoco and Paulina Highways, Crook County.

The above titled projects are above the reach of anadromous fish, thus we foresee no problem regarding these species.

Jordan Creek-McNamars Camp Section, Wilson River Highway, Tillamook County.

District 3-C Flood Repair, 8 Highways, Josephine and Jackson Counties.

Biggs Junction-Moro U'Xing Section, Sherman Highway, Sherman County.

The plans indicate these projects consist primarily of shoulder and fill slope repair at intermittent sections along the highways. Stream beds should be maintained at normal width and care should be taken to minimize silting in the streams.

Tombstone Summit-Sisters Section, Santiam Highway, Linn, Jefferson and Deschutes Counties.

The 96-inch structural plate steel pipe must not be installed on more than 0.50 per cent grade.

Your cooperation in these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
STATE FISHERIES DIRECTOR

cc: Mr. R. Koski, Oregon State Game Commission

5/5/65:

Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
R. D. Asburry (2)
L. R. Chandler (6)
J. F. Putnam (4)
A. F. Parson (4)

RECEIVED
MAY 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 26, 1965

6584

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Mr. P. W. Schneider
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Gentlemen:

Enclosed are plan title sheets on several projects scheduled for letting May 18, 1965. These projects are more of the emergency restoration jobs that we are trying to clear as rapidly as possible. Your comments will be appreciated on the following:

Mason Dam Section, Sumpter Valley Highway, Baker County.
Jordan Creek-McNamars Camp Section, Wilson River Highway, Tillamook County.
District 3-C Flood Repair, 8 Highways, Josephine and Jackson Counties
Winchester-South Umpqua River Section, Pacific Highway, Douglas County
Tombstone Summit-Sisters Section, Santiam Highway, Linn, Jefferson and Deschutes Counties
Biggs Jct.-Moro U'Xing Section, Sherman Highway, Sherman County.
Marks Creek-John Day Highway Section and Prineville-Crooked River Section, Ochoco and Paulina Highways, Crook County.
Modoc Road-Bybee Bridge Section, Table Rock Road, Jackson County
N.W. Johnson-S.W. Montgomery Section, Stadium Freeway, Multnomah County.

This data is forwarded to satisfy requirements of the Bureau of Public Roads in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Attachments.
BG:fp
cc: F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
R. D. Asburry (2)
L. R. Chandler (6)
J. F. Putnam (6)
A. F. Parson (2)

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

RECEIVED
APR 27 1965

RECEIVED
APR 26 1965
FOR FILING

April 26, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

08-35.2-88

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-3(67)125
Winchester-S. Umpqua River Sec.
Roadside Improvement

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way has been acquired for occupancy and contractor's use, with advisory assistance unnecessary, and further that control of access rights has been acquired with the possible exception of those involved with utilities as indicated in Mr. Wright's April 16 and April 22, 1965 reports.

Mr. Litchfield's April 21, 1965 status report for utility right-of-way indicates that no adjustments are involved but that a check is being made of all existing utility easements, and permits controlling access rights from these easements will be forthcoming. Certification concerning such access rights should be furnished prior to our concurrence in award. If exceptions are listed, the project will not be accepted as complete until such time when full control of access is obtained.

The use of your Standard Specifications for Asphalt Concrete (Revision of January 1965) is approved for use on this specific project.

The use of the Section 302 - Stone Base, dated 5-1-65, and Section 320 - Asphalt Concrete Pavement, dated 12-1-64, Supplemental Standard Specifications is approved for use on this specific project.

Mr. Young's April 22, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attach.

RECEIVED
APR 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

copy to Young
w/attachment
#130

A

I-5-3(67)125

6584

Winchester
Dulcrete
Roadside Imp

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PRO

(PPM 21-

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		PRESENT	FUTURE (66)(70)	YEAR (71)(72)
	1	I-5 Winchester to S. Umpqua River	ADT	6,500	12,200	75

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH Y (74)(75)
	Roadside Improvement							

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	
	Interstate	ROUTE NO. I	FEDERAL-AID I-5
	NAME OF URBAN AREA 17-31		

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST TOTAL ESTIMATED COST (59)(66)	ESTIMATED PROJECT COST FEDERAL FUNDS (67)(76)
1										
5					PE		I-5 Winchester Interchange to S. Umpqua River			
5					ROW					
5					CONST (CODE)			4.62	135,000	124,000
							PROJECT TOTALS	4.62	135,000	124,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	6,500	12,200	75	08	Oregon	35	042	399

SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					I-	5-3(67)		125	

COUNTY NAME	CODE	PROGRAM STAGE
Douglas	019	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5		I-5

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Roadside improvement; construct lawn; const irrigation system; plant trees, shrubs and vines.
					R.O.W. - 250' normal; access control - full; parking restrictions - complete.
4.62	135,000	124,000	11,000		
4.62	135,000	124,000	11,000		

REMARKS

Additional Data - Item 305, Project No. I-5-3(51)125

USCOMM DUSCOMM-DC 48908-P61

ER-121(1) Smith Br.-Yellow Cr. Sec., Elkton-Sutherlin Hwy. (Grad. & Oil.) 1965

#6585

RECEIVED
DEC 9 - 1966
FOR FILING

ER-121 (1)

6585

December 9, 1966

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

Contract No. 6585 awarded to C.R. O'Neil for grading and oiling the Smith Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County was completed on August 5, 1966, and accepted by the Highway Commission on December 8, 1966.

Final payment in the amount of $42,262.17 will be released to the contractor after December 16, 1966. The total contract amount is $777,804.29 including $1,330.02 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc C.R. O'Neil
Route 2, Box 95
Creswell, Oregon 97426

Great American Insurance Co.
Pacific N.W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
DEC 9 - 1966

ER-1211
6545

December 8, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 5, 1966, on Contract No. 6545. The contract was with C. R. O'Neil and was for grading and oiling on the Smith Bridge--Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 8, 1966, and that you concur in this procedure at the Commission meeting on December 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
DEC 14 1966
FOR FILING

ER-121 (1)
6575

#7

November 25, 1966

Mr. C.R. O'Neil
Route 2, Box 95
Creswell, Oregon 97426

Dear Mr. O'Neil:

The State Highway Commission at its meeting on November 22 considered your request for an extension of time on Contract No. 6585 on the Smith Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an extension of the specified completion date to August 5, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc L.H. Chandler
John Engeldorn
L.E. Young
F.D. Morgan
C.H. Nelson

RECEIVED
NOV 15 1966
FOR FILING

ER-121(1)
6585

November 14, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 7
November 22, 1966 meeting

Gentlemen:

C. R. O'Neil, contractor on the Smith Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County, Contract No. 6585, requests an extension of the specified completion date from November 1, 1965, to August 5, 1966.

The grading on this contract was performed on an equipment rental basis. On a project of this nature, the rental grading work controls the overall progress of the project until it is complete. All work, with the exception of the oil mat, was completed by the specified completion date. The equipment rental work is under the direct control of the engineer at all times and all the specified time for the contract was used for grading. An extension of time sufficient to perform the oiling work is justified.

A stop work order was issued November 1, 1965, and reissued on May 31, 1966, due to unsuitable oiling weather. An extension for this time period is also justified.

Continuation of an existing slide was investigated in the spring of 1966 but the contractor was not allowed to commence work on this slide until July 11 because of the possibility of damaging the fresh oil mat surfacing. The slide work was eventually completed on August 5, 1966. An extension for this period of time is also justified.

For the reasons given above, we recommend that the specified completion date be advanced to August 5, 1966. This

will eliminate all liquidated damages. This is a Federal-aid Emergency Recovery Project and we have Bureau of Public Roads approval.

This matter will be on the agenda for your consideration at the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:fp bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6585 Contractor C. R. O'Neil

Highway Elkton-Sutherlin

Section Smith Bridge-Yellow Creek

Kind of Work Grading and Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Delays in oiling caused by non-completion of equipment rental work, stop work order time, and slide repair work justify an extension to August 5, 1966.

Recommended for Approval:

Jay B Boyd
Division Engineer
ASSISTANT

John A Bond
for
Construction Engineer or Bridge Engineer

J B Klaboe
Assistant State Highway Engineer

Contract No. 6585

Project designation ER-121(1) State-Federal

Date awarded May 20, 1965

Work started June 2, 1965

Per cent completed 100. Aug. 5, 1966 Date

Completion date

No. of Workdays Allowed Oct. 31, 1965

No. of Workdays Used

Request Extension to August 5, 1966

No. of Added Workdays Requested 67

E—330 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 12, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 11/1/1965 days to 8/5/1966 days, within which to complete our Contract No. 6585, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Refer to stop work order effective Nov. 1, 1965, restricting O-11 oiling operations, this order not rescinded until June 3, 1966. Rain during June delayed oiling of project longer than anticipated. Delay was caused by additional work under Order # 5. This work could not be started until July 11, 1966 because of fresh or green condition of the oiling. Additional time required to finsih project due to overrun of 37% over the contract amount.

Respectfully submitted,

C. R. O'Neil
Contractor

By C. R. O'Neil

CONSENT OF SURETY

Date September 14, 19 66

We, GREAT AMERICAN INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: .....
FRED P. REED — Attorney-in-fact
WELLS-REED-WOOD-WEST Co. (SEAL)
By .....
Resident Agent

FORM E-20 '30M 10-64 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1966

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Smith Bridge-Yellow Creek Section
Elkton-Sutherlin Highway
Contract No. 6585

Attached is a request from C. R. O'Neil, contractor on the subject contract, for an extension of the specified completion date from November 1, 1965 to August 5, 1966. The contractor's request is based on a stop work order, delays caused by rain during June of 1966, and a delay caused by additional slide repair work which was added to the contract near the end of the contract work.

Bids for this contract were received on May 18, 1965 and the contractor started work on June 2, 1965. The grading on this contract, representing 67.3 per cent of the contract amount, was all performed on the equipment rental basis under the direct supervision of the engineer at all times. The rate and volume of work on rental projects are directly influenced by our engineer's instructions and judgement as to the scope and work to be accomplished. Onaproject of this nature, the rental work controls the overall progress of the project until it is ready for surfacing and oiling. The contractor had completed all of the work under the contract with the exception of the oil mat by the specified completion date of November 1, 1965. In other words, the accomplishment of the rental work portion used up all of the specified time for the entire contract. Under these circumstances, an extension of time sufficient to do the oiling is justified.

Because of unsuitable weather for oiling, a stop work order was issued on November 1, 1965 and rescinded on May 31, 1966. The contractor completed all of the oiling work between May 31 and June 17, 1966. An extension for all this time is justified.

Continuation of an existing slide on Kesterson Hill was observed and investigated in early spring of 1966. A definite plan for controlling this slide was not completed until June 22, 1966, at which time we secured advance approval from the Bureau of Public Roads to perform this work. Because of the fresh oil mat, which would be subject to damage by heavy hauling equipment working on the slide, the contractor was not allowed to commence work on the slide correction until July 11, 1966. The slide work was completed August 3 on an equipment rental basis and the entire project was finished on August 5, 1966. Therefore, all of the time used in 1966 is eligible for an extension.

The contract bid items overran the original authorization by 16 per cent. In addition, unanticipated work and materials added to the contract by price agreements amount to 18 per cent of the original contract. These increased costs, totalling over 34 per cent of the original contract sum, would justify a 57-calendar day extension on a strict time-money relationship which does not properly take into account the influence of the State-directed rental work.

The original completion date for this contract was November 1, 1965. The stop work time and the other delays discussed above justify an extension to August 5, 1966, and we so recommend. This will eliminate all liquidated damages, which total 67 days and $10,050.

This matter has been discussed with the Bureau of Public Roads District Engineer who agrees that the reasons for granting an extension of time appear to be valid.

Rough draft letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DRS:fr;fp
Attach.
cc L. H. Young

RECEIVED
OCT 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ILLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 4, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-121(1)
Smith Bridge - Yellow Creek Section
Elkton - Sutherlin Highway
Request for Time Extension

We concur in your recommendation to extend the completion date of this project to August 5, 1966, for the reasons stated in your October 14, 1966 letter.

cc Young
Bond
Masson
11-10-66

NOTED
F.B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 3 - 1966
FOR FILING

EK-121(1)

658

October 14, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Smith Bridge-Yellow Creek
Section, Elkton-Sutherlin
Highway, Project No. ER-121(1)

Dear Sir:

We have received from C. R. O'Neil, contractor on the subject project, a request for an extension of the specified completion date from November 1, 1965, to August 5, 1966. The contractor's request is based on a stop work order, delays caused by rain during June of 1966, and a delay caused by additional slide repair work added to the contract near the end of the project.

Bids for this contract were received on May 18, 1965, and the contractor started work on June 2, 1965. The grading on this contract, representing 67.3 percent of the contract amount, was all performed on the equipment rental basis under the direct supervision of the engineer at all times. The rate and volume of work on rental projects are directly influenced by our engineer's instructions and judgment as to the scope and work to be accomplished. On a project of this nature, the rental work controls the overall progress of the project until it is ready for surfacing and oiling. The contractor had completed all of the work under the contract, with the exception of the oil mat, by the specified completion date of November 1, 1965. In other words, the accomplishment of the rental work portion used up all of the specified time for the entire contract. Under these circumstances, an extension of time sufficient to do the oiling is justified.

Because of unsuitable weather for oiling, a stop work order was issued on November 1, 1965, and rescinded on May 31, 1966. The contractor completed all of the oiling work between May 31 and June 17, 1966. An extension for all this time is justified.

Continuation of an existing slide on Kesterson Hill was observed and investigated in the early spring of 1966. A definite plan for controlling this slide was not completed until June 22, 1966, at which time we secured your advance approval to perform this work. Because of the fresh oil mat, which would be subject to damage by heavy hauling equipment working on the slide, the contractor was not allowed to commence work on the slide correction until July 11, 1966. The slide work was completed August 3 on an equipment rental basis and the entire project was finished on August 5, 1966. Therefore, all of the time used in 1966 is eligible for an extension.

The contract bid items overran the original authorization by 16 percent. In addition, unanticipated work and materials added to the contract by price agreements amount to 18 percent of the original contract. These increased costs, totalling over 34 percent of the original contract sum, would justify a 57-calendar day extension on a strict time-money relationship which does not properly take into account the influence of the State-directed rental work.

The original completion date for this contract was November 1, 1965. The stop work time and other delays discussed above justify an extension to August 5, 1966. It is our recommendation that the completion date for this project be extended to August 5, 1966, and your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
C. H. Maison
L. H. Young
L. R. Chandler

DES:fp srb

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Smith Bridge - Yellow Creek		WEEK ENDING: September 30, 1966
		SECTION PREFIX: 110-1007
HIGHWAY: Elkton - Sutherlin		COUNTY: Douglas
NAME OF JOB: Smith Bridge - Yellow Creek	KIND OF WORK: Grading & Paving	
CONTRACTOR: C. R. O'Neil	CONTRACT NUMBER: 6585	FEDERAL AID PROJECT NUMBER: ER-121(1)
DATE OF CONTRACT: May 20, 1965	DATE WORK STARTED: June 2, 1965	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 790,152.66	SPECIFIED COMPLETION DATE: November 1, 1965	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 745,243.30	ENGINEERING AUTHORIZATION: $ 44,909.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 767,754.29	ENGINEERING COST TO DATE: $ 35,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT OVERRUN: 1.72%	PERCENT OF AUTHORIZATION: 80 %	DATE PROJECT WAS COMPLETED: August 5, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.28	4.28		4.28	
MILES PARTIALLY COMPLETED	4.28	4.28		4.28	
MILES COMPLETED	4.28	4.28		4.28	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	15,840 hr.	22,300	8,100	4,490	
TOTAL QUANTITIES CORRECTED TO DATE	35,080 hr.	21,503	8,506	4,150	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	35,080 hr.	21,503	8,506	4,150	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY 26	Fair	N.A.		
TUESDAY 27	Fair			
WEDNESDAY 28	Fair			
THURSDAY 29	Fair			
FRIDAY 30	Fair			
SATURDAY				

Routing: Morgan, Decker, Bond, Barbee, Walker, Glenn, Trout, Marolpcke, Litchfield, Olson, BEN GIFFORD

RECEIVED
OCT 3 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 26	No work this week.
TUESDAY 27	
WEDNESDAY 28	
THURSDAY 29	
FRIDAY 30	
SATURDAY	

REMARKS

The project was completed August 5, 1966. The semi-final was submitted tuesday, September 27, 1966.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
OCT 7 - 1966
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

SIGNED J. P. Haydon LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

F. B. Klaboe

RECEIVED
SEP 13 1966
23401-734

FOR FILING
EK-121(1)
6585

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 6, 1966

To: F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: Final Report
Brownson Complaint
Smith Bridge-Yellow Creek
Elkton-Sutherlin Highway

In the summer of 1965 a group of residents near the above subject project made numerous complaints. These complaints ranged from destruction of beauty to constriction of channel and were the subjects of reports and general review by Mr. F. B. Klaboe. In his letter of October 1, 1965, he requested extra pains in the finishing operations and we believe we have complied.

I am transmitting a role of cross sections which were assembled by (1) the original ground in solid ink (2) the remeasured cross sections in dashed lines (3) the reconstruction under the present contract and the emergency work done during the flood which cannot be segregated shown by a solid pencil line. I will note that after the complaints we took particular pains to cut any surplus width from our section and this can be seen from Station 433 to 470. Further upstream some projections outside of our original cross section but they are in part from our first emergency work and in part from the position of the catch points of the original remeasure not indicating the lay of the ground. Our complaints centered on the area covered under the above listed sections from 433 to 470.

A series of pictures as was submitted August 6, 1965 is included to further illustrate the project solution.

Picture No. 1 (included with F. B. Klaboe's series only) shows rock toe and ragged appearance on July 24, 1965.

Picture No. 2 shows rock toe and much improved appearance on June 22, 1966.

Picture No. 3 is from approximately same position as Picture No. 1 of first report dated August 6, 1965 and shows what I

believe a neat cut considering the number of rock contacts made within the slope plane and the slide nature of the materials. (The deer just liked to pose.)

Picture 4 is from approximately the same position of Picture No. 4 of the original series.

I believe this report should close my file on the above problem if any further information is required, please notify me.

J. B. Boyd
ASS'T. DIVISION ENGINEER

JBB:lf
Attach.

cc: F. B. Klaboe (with pictures)
G. E. Rohde (with pictures)
John Hagedorn

RE
SEP 8 1966
STATE HIGHWAY ENGINEER

RECEIVED
SEP - 8 1966
OREGON
STATE HIGHWAY COMMISSION

Picture No. 1 - Shows rock toe and ragged appearance on July 24, 1965.

Picture No. 2 - Shows rock toe and much improved appearance on June 22, 1966.

Picture No. 3 - is from approximately same position as Picture No. 1 of first report dated August 6, 1965 and shows what I believe a neat cut considering the number of rock contacts made within the slope plane and the slide nature of the materials.

Picture No. 4 - is approximately the same position of Picture No. 4 of the original series.

RECEIVED
AUG 26 1966
FORM

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-121(1)

6585

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 12, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 5, 1966, on Contract No. 6585, Smith Bridge - Yellow Creek Section, in Douglas County, in connection with Federal-Aid Project No. ER-121(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Date: 8-19-66

Bureau of Public Roads
Oregon Division Office Endorsement

Conditions noted on above date:

Project satisfactorily completed.
Final inspection on August 10, 1966.

PVR

A. W. Parsons
Division Engineer

By: M E Martin
M. E. Martin
District Engineer

Pd. 8-25-66

STATE COPY

Monthly transaction number	FORM PR-2A (6-3-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
3-142		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County
7 6585	3/24/66	Douglas
		Project number ER-121(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 19 65, is hereby modified as follows:

Revised estimated total cost of project $ 910,096.00

Revised Federal funds $ 577,455.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of March, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P83

Oregon State Highway Department

Federal-Aid
Project No. ER-121(1)

SMITH BRIDGE-CALAPOOYA CREEK SECTION OF THE

ELKTON-SUTHERLIN HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement. Estimate revised to include approved price agreements and estimated over-runs of bid item quantities.)

Salem, Oregon, March 7, 1966

Type Code P.E.

Preliminary Engineering	All Required		$ 10,000.00

Type Code 6201
Grading and Oiling (Sta. 242+50 to Sta. 278+25) (Sta. 398+00 to Sta. 588+50)
(Contract No. 6585)

Moving Costs	All Required		$ 18,000.00
Blade Grader	860 hours	$16.00	13,760.00
Tractor with Dozer	5,200 hours	27.50	143,000.00
Tractor with Dozer, Rake and Winch	900 hours	25.00	22,500.00
Scraper	1,320 hours	30.00	39,600.00
Power Shovel	980 hours	37.00	36,260.00
Loader, Front End	1,170 hours	23.50	27,495.00
Backhoe	110 hours	12.00	1,320.00
Grid Roller with Tractor	220 hours	20.00	4,400.00
Trucks, Dump	5,570 hours	14.00	77,980.00
Trucks, Flatbed	110 hours	10.00	1,100.00
Wagon Drill	1,300 hours	14.75	19,175.00
Jackhammer	90 hours	10.00	900.00
Air Compressor, 105 c.f.m.	90 hours	6.00	540.00
Air Compressor, 600 c.f.m.	1,300 hours	11.00	14,300.00
Chain Saw	90 hours	8.00	720.00
Laborers	6,000 hours	5.35	32,100.00
Powderman	660 hours	6.25	4,125.00
Explosives	100,000 lbs.	0.49	49,000.00
Watering	550 M-gal.	2.75	1,512.50
3/4"-0 Material in Base	3,300 cu.yds.	3.00	9,900.00
Stone Base	19,000 cu.yds.	2.85	54,150.00
3/4"-0 Aggregate in Prime Coat	620 cu.yds.	4.85	3,007.00
RC-250 Asphalt in Prime Coat	96 tons	50.00	4,800.00
Aggregates in Asphalt Macadam	3,870 cu.yds	5.95	23,026.50
200-300 Asphalt in Asphalt Macadam	300 tons	50.00	15,000.00
RS-1 Asphalt in Asphalt Macadam	86 tons	50.00	4,300.00
Furnish 18-inch Culvert Pipe	230 lin.ft.	3.00	690.00
Furnish 30-inch Culvert Pipe	40 lin.ft.	5.50	220.00

Furnish 36-inch Culvert Pipe	22 lin.ft.	$ 8.00	$ 176.00
Furnish 48-inch Culvert Pipe	80 lin.ft.	15.00	1,200.00
Furnish 8-inch Drain Pipe	2,010 lin.ft.	1.50	3,015.00
Furnish Special Backfill in Drains	300 cu.yds.	8.00	2,400.00
Furnish Guide Posts, W-1	50 only	8.00	400.00
Furnish Field Laboratory Building	All Required		500.00
			$ 630,572.00
PA 1 Trucks, Off Hwy., Rear Dump	3,035 hours	24.00	72,840.00
PA 3 Install Metal Guardrail	6,800 lin.ft.	1.64	11,152.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Signing (Permanent)	All Required		500.00
Furnishing Miscellaneous Supplies	All Required		4,000.00
			$ 89,492.00
		Subtotal	$ 720,064.00
		Engr. & Cont.	72,006.00
			$ 792,070.00

Type Code 6201
Flood Repair Temporary and Permanent (MP 4.6 to MP 22.1)

Temporary

Negotiated Equipment, Labor and Materials	All Required	$ 46,754.32
State Force Equipment, Labor and Materials	All Required	49,633.68
		$ 96,388.00

Permanent

Approved State Force Orders	All Required	10,000.00
	Subtotal	$106,388.00
	Engr. & Cont.	10,638.00
	Total	$117,026.00

Length of Roadway - - - - - - - - - - 17.5 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 635.00	$ 365.00
Grading & Oiling (Contract #6585)	792,070.00	502,568.00	289,502.00
Temporary & Permanent Repairs	117,026.00	74,252.00	42,774.00
	$ 910,096.00	$ 577,455.00	$332,641.00

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

Prefixes - 110-1007
110-4463
110-4563
110-4763

State Force Equipment, Labor and Materials do not agree with the Phase 1 Report. We used costs from the books to determine this amount which we feel is more accurate than the Phase 1 Report.

RECEIVED
DEC 1 1965

STATE COPY

Monthly transaction number
FOR FILING

Project report number
4 EX-121(1)

FORM PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)
12-8-65

State: Oregon
County: Douglas
Project number: ER-121(1)

6585

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 706,682.00

Revised Federal funds $ 448,389.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of December, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Kloer

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 61120-P63

Oregon State Highway Department

Federal Aid
Project No. ER-121(1)

SMITH BRIDGE-CALAPOOYA CREEK SECTION OF THE

ELKTON-SUTHERLIN HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices, estimated cost of temporary and permanent repair by State forces and negotiated equipment rental.)

Salem, Oregon, November 4, 1965

Type Code P.E.

Preliminary Engineering			$ 1,000.00

Type Code 6201
Grading and Oiling (Sta. 242+50 to Sta. 278+25)(Sta. 398+00 to Sta. 588+50)
(Contract No. 6585)

Moving Costs	All Required		$ 18,000.00
Blade Grader	860 hours	$16.00	13,760.00
Tractor with Dozer	2,840 hours	27.50	78,100.00
Tractor with Dozer, Rake and Winch	480 hours	25.00	12,000.00
Scraper	1,320 hours	30.00	39,600.00
Power Shovel	290 hours	37.00	10,730.00
Loader, Front End	1,170 hours	23.50	27,495.00
Backhoe	110 hours	12.00	1,320.00
Grid Roller with Tractor	220 hours	20.00	4,400.00
Trucks, Dump	5,570 hours	14.00	77,980.00
Trucks, Flatbed	110 hours	10.00	1,100.00
Wagon Drill	1,300 hours	14.75	19,175.00
Jackhammer	90 hours	10.00	900.00
Air Compressor, 105 c.f.m.	90 hours	6.00	540.00
Air Compressor, 600 c.f.m.	1,300 hours	11.00	14,300.00
Chain Saw	90 hours	8.00	720.00
Laborers	6,000 hours	5.35	32,100.00
Powderman	660 hours	6.25	4,125.00
Explosives	100,000 lbs.	0.49	49,000.00
Watering	550 M-gal.	2.75	1,512.50
3/4" - 0 Material in Base	3,300 cu.yds.	3.00	9,900.00
Stone Base	19,000 cu.yds.	2.85	54,150.00
3/4" - 0 Aggregate in Prime Coat	620 cu.yds.	4.85	3,007.00
RC-250 Asphalt in Prime Coat	96 tons	50.00	4,800.00
Aggregates in Asphalt Macadam	3,870 cu.yds.	5.95	23,026.50
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Furnish 8-inch Drain Pipe	2,010 lin.ft.	1.50	3,015.00
Furnish Special Backfill in Drains	300 cu.yds.	8.00	2,400.00
Furnish Guide Posts, W-1	50 only	8.00	400.00
Furnish Field Laboratory Building	All Required		500.00
			$529,642.00

Flagging (57½% of Contractor's Cost)	All Required	$ 1,000.00
Signing (Permanent)	All Required	500.00
Furnishing Miscellaneous Supplies	All Required	4,000.00
		$ 5,500.00
	Subtotal	$535,142.00
	Engr. & Cont.	53,514.00
		$588,656.00

Type Code 6201
Flood Repair Temporary and Permanent (MP 4.6 to MP 22.1)

Temporary

Negotiated Equipment, Labor and Materials	All Required	$ 46,754.32
State Force Equipment, Labor and Materials	All Required	49,633.68
		$ 96,388.00

Permanent

Approved State Force Orders	All Required	10,000.00
	Subtotal	$106,388.00
	Engr. & Cont.	10,638.00
	Total	$117,026.00

Length of Roadway - - - - - - - - - 17.5 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 635.00	$ 365.00
Grading & Oiling (Contract #6585)	588,656.00	373,502.00	215,154.00
Temporary & Permanent Repairs	117,026.00	74,252.00	42,774.00
	$706,682.00	$448,389.00	$258,293.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes - 110-1007
110-4463
110-4563
110-4763

State Force Equipment, Labor and Materials do not agree with the Phase 1 Report. We used costs from the books to determine this amount which we feel is more accurate than the Phase 1 Report.

SMITH BRIDGE-YELLOW CREEK SECTION

STATE WORK

ER-121(1)

3/4" - 0	Material in Stockpile	3,100 cu.yds.	$2.75	$ 8,525.00
3/4" - 1/2"	Material in Stockpile	1,000 cu.yds.	3.60	3,600.00
1/2" - 1/4"	Material in Stockpile	1,000 cu.yds.	3.60	3,600.00
1/4" - 0	Material in Stockpile	3,000 cu.yds.	3.50	10,500.00
				$26,225.00

RECEIVED
MONTHLY TRANSACTION NO.
SEP 29 1965
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STATE COPY

Form Approved; Budget Bureau No. 41-R2089

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-24-65

STATE: Oregon

COUNTY: Douglas

PROJECT NO.: ER-121(1)

PROJECT REPORT NO.: ER-121(1)

6585

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Smith Bridge-Calapooya Creek Section, Elkton-Sutherlin Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	2-24-65	6.174
RIGHTS-OF-WAY		
CONSTRUCTION	4-26-65	6.174
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 599,656	$ 380,482.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official Name of Highway Department)

By Lloyd V. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By XX A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 24 1965

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal-Aid
Project No. ER-121(1)

SMITH BRIDGE-CALAPOOYA CREEK SECTION OF THE

ELKTON-SUTHERLIN HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 8, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code 6201
Grading and Oiling (Sta. 242+50 to 278+25)(Sta. 398+00 to Sta. 588+50)
(Contract No. 6585)

Moving Costs	All Required		$ 18,000.00
Blade Grader	860 hours	$16.00	13,760.00
Tractor with Dozer	2,840 hours	27.50	78,100.00
Tractor with Dozer, Rake and Winch	480 hours	25.00	12,000.00
Scraper	1,320 hours	30.00	39,600.00
Power Shovel	290 hours	37.00	10,730.00
Loader, Front End	1,170 hours	23.50	27,495.00
Backhoe	110 hours	12.00	1,320.00
Grid Roller with Tractor	220 hours	20.00	4,400.00
Trucks, Dump	5,570 hours	14.00	77,980.00
Trucks, Flatbed	110 hours	10.00	1,100.00
Wagon Drill	1,300 hours	14.75	19,175.00
Jackhammer	90 hours	10.00	900.00
Air Compressor, 105 c.f.m.	90 hours	6.00	540.00
Air Compressor, 600 c.f.m.	1,300 hours	11.00	14,300.00
Chain Saw	90 hours	8.00	720.00
Laborers	6,000 hours	5.35	32,100.00
Powderman	660 hours	6.25	4,125.00
Explosives	100,000 lbs.	0.49	49,000.00
Watering	550 M-gals.	2.75	1,512.50
3/4" - 0 Material in Base	3,300 cu.yds.	3.00	9,900.00
Stone Base	19,000 cu.yds.	2.85	54,150.00
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200-300 Asphalt in Asphalt Macadam	300 tons	50.00	15,000.00
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Furnish 18-inch Culvert Pipe	230 lin.ft.	3.00	690.00
Furnish 30-inch Culvert Pipe	40 lin.ft.	5.50	220.00
Furnish 36-inch Culvert Pipe	22 lin.ft.	8.00	176.00
Furnish 48-inch Culvert Pipe	80 lin.ft.	15.00	1,200.00
Furnish 8-inch Drain Pipe	2,010 lin.ft.	1.50	3,015.00
Furnish Special Backfill in Drains	300 cu.yds.	8.00	2,400.00
Furnish Guide Posts, W-1	50 only	8.00	400.00
Furnish Field Laboratory Building	All Required		500.00
			$529,642.00

Flagging (57½ of Contractor's Cost)	All Required	$ 1,000.00
Signing (Permanent)	All Required	500.00
Furnishing Miscellaneous Supplies	All Required	4,000.00
		$ 5,500.00
	Subtotal	$535,142.00
	10% Engr. & Cont.	53,514.00
		$588,656.00

Length of Project - - - - - - - - - - - - - - - 6.174 miles
Cost of Roadway per mile - - - - - - - - - - - $105,418.85

Approved State Force Order

State Force Order No. 1	All Required	$ 10,000.00

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 635.00	$ 365.00
Grading and Oiling	588,656.00	373,502.00	215,154.00
Approved State Force Order	10,000.00	6,345.00	3,655.00
Subtotal	$599,656.00	$380,482.00	$219,174.00
Work Retained in Authorized Fund Status			
Temporary and permanent work not covered by this estimate.	$123,644.00	$ 78,452.00	$ 45,192.00
Total	$723,300.00	$458,934.00	$264,366.00

State Funds for Const.: Chap. 175, laws 1917; chap. 31, laws 1920; chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Prefix: 110-1007
110-4763

SMITH BRIDGE-YELLOW CREEK SECTION

STATE WORK

ER-121(1)

3/4" - 0 Material in Stockpile	3,100 cu.yds.	$2.75	$ 8,525.00
3/4" - 1/2" Material in Stockpile	1,000 cu.yds.	3.60	3,600.00
1/2" - 1/4" Material in Stockpile	1,000 cu.yds.	3.60	3,600.00
1/4" - 0 Material in Stockpile	3,000 cu.yds.	3.50	10,500.00
			$26,225.00

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EA-1.1( )
1.4

Salem, Oregon
December 17, 1965

Increase in Project
Authorization

John Hagedorn
Resident Highway Engineer
P. O. Box 1128
Roseburg, Oregon

This is to advise you that at its meeting of Dec. 14, 1965, the Highway Commission approved an increase of $158,614.79 in project authorization on Contract No. 6585, Smith Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County.

The new authorization for construction is $790,152.66. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

VG:mb
cc: L. R. Chandler

RECEIVED
DEC 8 - 1965
FOR FILING

ER-121(1)

6585

December 7, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6585, the Smith Bridge-Yellow Creek grading and paving project on the Elkton-Sutherlin Highway in Douglas County is anticipated. C. R. O'Neil of Creswell is the contractor. The original project authorization was $631,537.87. The present anticipated cost is $790,152.66, indicating an overrun of $158,614.79 or 25.1 percent. This is an E. R. project.

The reason for this overrun is due to increased equipment rental time involving equipment required to remove a large slide on the project. This work alone caused an increase of over $194,000. Underruns in other items and a substantial saving in engineering costs served to reduce this figure to the amount requested.

This request for an additional authorization will be presented to you at the December 14 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:rw fn

FORM E-90 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1965

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Overrun of Project Authorization
Smith Bridge-Yellow Creek Section
Elkton-Sutherlin Highway
Contract No. 6585

Attached is a report on an expected overrun of project authorization on the subject contract. This project for grading and paving is under contract to C. R. O'Neil of Creswell. The original project authorization was $631,537.87. The present anticipated cost is $790,152.60, indicating an overrun of $158,614.79 or 25.1%.

The major reason for this overrun was due to an increase in the excavation required in removal of slide material between Stations 512 and 521. This slide material consisted of approximately 20% huge boulders which prevented the excavation work from being performed in a normal manner. The actual overrun in equipment rental items for dozers, shovels, scrapers and trucks amounted to over $140,000. In addition, off-highway dump trucks were added to the contract by price agreement and this work amounted to over $54,000.

It is recommended that the project authorization be increased by $158,614.79, from $631,537.87 to $790,152.66.

A rough draft of a letter to the Highway Commission is attached.

Approved
Asst. State Hwy. Engr.

F. D. Morgan
Construction Engineer

By
John A. Bond
Staff Assistant

RECEIVED
DEC 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

DES:rw
Attach.
cc: L. H. Young

FORM E-80 REM 7-64 SP*0220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 2, 1965

SUBJECT: Overrun of Project Authorization
Smith Bridge-Yellow Creek Section
Elkton-Sutherlin Highway
Contract 6585
Prefix 110-1007

To: F. D. Morgan
Construction Engineer
Salem, Oregon

ATTENTION: Gil Decker

I am transmitting a report on the expected overrun of project authorization on the above subject project. This report has been requested by Mr. John Bond several times recently, and the lateness of it is due primarily to the work load which Mr. Hagedorn has been operating under.

The primary cause is listed in the report as an overrun of approximately 80,000 yds. of excavation. This excavation is in a large slide adjacent to the Leffler property and consists of sandstone boulders bedded in other materials. These huge sandstone boulders were very difficult to handle and could only be done by pushing them down to the roadbed elevation with tractor equipment and disposing of them by drilling and shooting. This work was costly but necessary as these boulders gave an unsightly appearance. The complaints of adjacent property owners were the subject of a trip by Mr. F. B. Klaboe to the site and it was also their recommendation that attempts be made to improve the aesthetic appearance of the highway in this area.

Your recommendation of this overrun is recommended.

Jay B. Boyd
Assistant Division Engineer

JBB:sb
attach.

cc: John Hagedorn

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

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DEC 3 1965
CONSTRUCTION
DIVISION

Merdock
Trout
Scott
Wills
Litchfield
Olson

DEC 3 - 1965
ENG
ER-121(1)

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 1, 1965

In reply refer to: 08-35.DB-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Smith Bridge-Yellow Creek Section of the
Elkton-Sutherlin Highway - ER-121(1)
State Force Order No. 1

Reference is made to your letter dated November 27, 1965 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

NOTED
F. B. KLABOE

REFERRED TO
W/encl.
By Asst. State Hwy. Engr.
12-6-65

RECEIVED
DEC 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—SM

STATE COPY

APPROVED
Contingent upon modification of project agreement [illegible] funds are [illegible]
Date NOV 1 8 1965 M E Martin
Asst. Dist. Engr.
U.S. Bureau of Public R[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Smith Bridge-Yellow Creek Date November 8, 19 65

Highway Elkton-Sutherlin Contract No. 6585 F. A. Project No. ER-121(1)

County Douglas Prefix 110-1007 Account No. 224-238-01

Description of Work To Be Done:

Seeding and Mulching

Location by Station Numbers:

Slide area 512 to 522
Waste area 537 to 543

Estimate of Quantities and Costs:

Seeding,	15 acres @ $ 75.00 =	$1,125.00
Mulching,	15 acres @ $175.00 =	2,625.00
	Total	$3,750.00

NET COST TO PROJECT - $3,750.00

Explanation:

Acreage too small to contract. Approximately 50% of the 15 acres is a R/W obligation. No allowance was made for this work in the original authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$631,537.87
Present estimate of project cost, including $3,750.00 for work under this order	$786,902.66
Expected ~~under-run~~ over-run (amount)	$155,364.79
Expected ~~under-run~~ over-run (per cent)	25.6

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. R. Hagedorn, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

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DEC 2 9 1965
FOR FILING

Form No. 734-1 Misc 7-65 — OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Smith Bridge-Yellow Creek Date November 24, 19 65

Highway Elkton-Sutherlin Contract No. 6585

County Douglas Kind of Work Grade & Pave Contractor C. I. O'Neil

Contract Amount $555,867.00

Expected over-runs and under-runs in contract items:

		Quantity		Unit Price	Amount
	Major items, itemized:				
3.	Tractor w/dozer and ripper	2,393.75	hours	$27.50	+ $65,828.13
4.	Tractor w/dozer, rake and winch	419	hours	25.00	+ 10,475.00
5.	Scraper	327.5	hours	30.00	+ 9,825.00
6.	Power shovel	683.5	hours	37.00	+ 25,289.50
7.	Loader, front end	1,170	hours	23.50	- 27,495.00
10.	Trucks, dump	910	hours	14.00	+ 12,740.00
17.	Laborers	3,355.25	hours	5.35	+ 17,950.59
19.	Explosives	56,000	lbs	0.49	- 27,440.00
	Minor items, unitemized algebraic total				- 337.06

Subtotal $642,703.16

Approved work orders (Price, extra work and state force orders) $58,335.00

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized:	
P.A. No. 1, Trucks, off highway, rear dump	+ $54,840.00
Minor items, unitemized algebraic total	+ 524.50
Subtotal	$756,402.66
Authorization for engineering	$44,909.36
Expected over-run or under-run of engineering authorization	$-14,909.36
Costs not included above (explain) SFO #1, Seeding & Mulching (Pending)	$+ 3,750.00
Allowance for future contingencies (6 % of work remaining)	$---
Credits to come from transfers and deductions	$---
Present estimate of project cost	$790,152.66

Brief Statement of principal causes of over-run: Slide removal at station 512 to 521 entailed about 80,000 cy. more excavation than anticipated. Also, the slide consisted of approximately 20% huge boulders that hindered the work of excavation to a considerable degree.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$631,537.87	
Present estimate of project cost	$790,152.66	
Expected over-run (Amount)	$158,614.79	
Expected over-run (per cent)	25.1	

Submitted by: [signature] Resident Engineer

Confirmed by: [signature] ASSISTANT Division Engineer

Noted by: [signature] Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 8/716

RECEIVED
NOV 29 1965
FOR FILES

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

E1 - 121(1)

TO 65:85 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 12, 1965

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-121(1)
Smith Bridge - Calapooya Creek
Elkton-Sutherlin Highway
Emergency repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's November 4, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 17.5 miles of roadway at a total estimated negotiated contract amount of $51,429.50 and State force account work amount of $54,596.50. Estimated emergency fund participation is to be at the regular pro-rata share, or $67,277.00.

A finding regarding subsequent permanent repairs on the project by State Forces was previously transmitted on April 12, 1965. We concurred in the contract award for Smith Bridge - Yellow Creek Section on May 20, 1965.

REFERRED TO Young w/encls.
By Asst. State Hwy. Engr.
11-29-65

RECEIVED
NOV 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

~~WASHINGTON, D. C. COPY~~
STATE COPY

Oregon State Highway Department

Federal Aid
Project No. ER-121(1)

SMITH BRIDGE-CALAPOOYA CREEK SECTION OF THE

ELKTON-SUTHERLIN HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices, estimated cost of temporary and permanent repair by State forces and negotiated equipment rental.)

Salem, Oregon, November 4, 1965

Type Code P.E.

Preliminary Engineering $ 1,000.00

Type Code 6701
Grading and Oiling (Sta. 242+50 to Sta. 278+25)(Sta. 398+00 to Sta. 588+50)
(Contract No. 6565)

Moving Costs	All Required		$ 18,000.00
Blade Grader	860 hours	$16.00	13,760.00
Tractor with Dozer	2,840 hours	27.50	78,100.00
Tractor with Dozer, Rake and Winch	480 hours	25.00	12,000.00
Scraper	1,320 hours	30.00	39,600.00
Power Shovel	290 hours	37.00	10,730.00
Loader, Front End	1,170 hours	23.50	27,495.00
Backhoe	110 hours	12.00	1,320.00
Grid Roller with Tractor	220 hours	20.00	4,400.00
Trucks, Dump	5,570 hours	14.00	77,980.00
Trucks, Flatbed	110 hours	10.00	1,100.00
Wagon Drill	1,300 hours	14.75	19,175.00
Jackhammer	90 hours	10.00	900.00
Air Compressor, 105 c.f.m.	90 hours	6.00	540.00
Air Compressor, 600 c.f.m.	1,300 hours	11.00	14,300.00
Chain Saw	90 hours	8.00	720.00
Laborers	6,000 hours	5.35	32,100.00
Powderman	660 hours	6.25	4,125.00
Explosives	100,000 lbs.	0.49	49,000.00
Watering	550 M-gal.	2.75	1,512.50
3/4" - 0 Material in Base	3,300 cu.yds.	3.00	9,900.00
Stone Base	19,000 cu.yds.	2.85	54,150.00
3/8" - 0 Aggregate in Prime Coat	620 cu.yds.	4.85	3,007.00
MC-250 Asphalt in Prime Coat	96 tons	50.00	4,800.00
Aggregates in Asphalt Macadam	3,870 cu.yds.	5.95	23,026.50
AC-5 Asphalt in Asphalt Macadam	300 tons	50.00	15,000.00
RC-1 Asphalt in Asphalt Macadam	86 tons	50.00	4,300.00
Furnish 18-inch Culvert Pipe	230 lin.ft.	3.00	690.00
Furnish 30-inch Culvert Pipe	40 lin.ft.	5.50	220.00
Furnish 36-inch Culvert Pipe	22 lin.ft.	8.00	176.00
Furnish 48-inch Culvert Pipe	80 lin.ft.	15.00	1,200.00
Furnish 6-inch Drain Pipe	2,010 lin.ft.	1.50	3,015.00
Furnish Special Backfill in Drains	300 cu.yds.	8.00	2,400.00
Furnish Guide Posts, W-1	50 only	8.00	400.00
Furnish Field Laboratory Building	All Required		500.00
			$529,642.00

Flagging (57½ of Contractor's Cost)	All Required	$ 1,000.00
Signing (Permanent)	All Required	500.00
Furnishing Miscellaneous Supplies	All Required	4,000.00
		$ 5,500.00
	Subtotal	$535,142.00
	Engr. & Cont.	53,514.00
		$588,656.00

Type Code 6201
Flood Damage Temporary and Permanent (MP 4.6 to MP 22.1)

Temporary

Negotiated Equipment, Labor and Materials	All Required	$ 46,754.32
State Force Equipment, Labor and Materials	All Required	49,633.68
		$ 96,388.00

Permanent

Approved State Force Orders	All Required	10,000.00
	Subtotal	$106,388.00
	Engr. & Cont.	10,638.00
	Total	$117,026.00

Length of Roadway - - - - - - - - - 17.5 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 635.00	$ 365.00
Grading & Oiling (Contract #6535)	588,656.00	373,502.00	215,154.00
Temporary & Permanent Repairs	117,026.00	74,252.00	42,774.00
	$706,682.00	$448,389.00	$258,293.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Profiles - 110-1007
110-4463
110-4563
110-4763

State Force Equipment, Labor and Materials do not agree with the Phase 1 Report. We used costs from the books to determine this amount which we feel is more accurate than the Phase 1 Report.

SMITH PRIOR-YELLOW CREEK SECTION

STATE WORK

ER-121(1)

3/4" - 0	Material in Stockpile	3,100 cu.yds.	$2.75	$ 8,525.00
3/4" - 1/2"	Material in Stockpile	1,000 cu.yds.	3.60	3,600.00
1/2" - 1/4"	Material in Stockpile	1,000 cu.yds.	3.60	3,600.00
1/4" - 0	Material in Stockpile	3,000 cu.yds.	3.50	10,500.00
				$26,225.00

SUBJECT LOCATION: Elkton-Sutherlin (231), Mile Post 4-21.5, Prefix 110-4463-D

This is an estimate of cost for work done under Phase I that was necessitated by the December 1964 Flood.

TABULATION OF COSTS:

I. OUTSIDE EQUIPMENT, MATERIALS AND LABOR

Mile Post	Job	Contractor	Total
5-17	Cleaning shoulders	Mitchell Brothers Logging Company	$ 1,216.00
8.5-12.5	Cleaning ditches & culverts	Carlson The Excavator	100.10
8.5-12.5	Clearing slide & filling washouts for one-way traffic	S. A. Hutchins	1,572.76
17	Repair a washout	T & H Construction	134.59
8.5-12.5	Remove shoulders & repair washouts	Beckley & Thomas	8,499.83
8.5-12.5	Remove shoulders & repair washouts	Roy L. Houck Sons	35,231.04
	TOTAL OUTSIDE WORK COST		$46,754.32

(A breakdown of this cost is as follows:)

A. EQUIPMENT

	Size	Hours	Rate	Cost	15%	Total
Shovel	¾ c.y.	7½	$11.10	$ 83.25	$ 12.49	$ 95.74
Backhoe	3/8 c.y.	4	8.00	32.00	4.80	36.80
Dump Truck	5 c.y.	4	4.90	19.60	2.94	22.54
Low Boy Truck trailer	40 Ton	21	13.20	277.20	41.58	318.78
Pickup Truck	½ Ton	257	1.80	462.60	69.39	531.99
Light Plant	1500 Watt	5	.90	4.50	.68	5.18
F. E. Loader (crawler)	2½ c.y.	11	21.00	231.00	34.65	265.65
Crawler Tractor	90 H.P.	11	11.10	122.10	18.32	140.42
Dump Truck	10 c.y.	307	11.00	3,377.00	506.55	3,883.55
Cat Grader	Cat # 12	141	11.00	1,551.00	232.65	1,783.65
Tractor Scraper	DW 12	6	24.20	145.20	21.78	166.98
F. E. Loader	4 c.y.	61	15.90	969.90	145.49	1,115.39
Transport & Trailer		9½	11.00	104.50	15.67	120.17
Rock Truck	7-10 c.y.	42	9.00	378.00	56.70	434.70
Rock Truck	12½-15 c.y.	62	16.00	992.00	148.80	1,140.80
Grader	Cat # 12	152	8.00	1,216.00		1,216.00
Pickup	¾ Ton	46½	2.10	97.65	14.65	112.30
Dump Trucks	5-6 c.y.	377½	6.30	2,378.25	356.74	2,734.99
Dump Trucks	18-23 c.y.	85½	26.00	2,223.00	333.45	2,556.45
F. E. Loader	2½-3 c.y.	131	13.25	1,735.76	260.36	1,996.12
F. E. Loader	5-6 c.y.	115½	25.20	2,910.60	436.59	3,347.19

(A breakdown of this cost is as follows:)

A. LABOR & EQUIPMENT RENTAL

1. Bridge
   a. BMS Extra Gang Prefix 110-4563-D

Labor	20%	Equipment	Total
3,799.20	759.84	620.50	5,179.54

2. Maintenance Section Foremans & *Extra Gang

Labor	20%	Equipment	Per Diem	Total
7,472.23	1,494.45	3,742.75	90.00	12,799.43

*Extra Gang carried on Prefix 110-4463-D

3. Soils Crew
   None
4. District Maintenance Superintendent Office Force

Labor	20%	Equipment	Total
661.42	132.28		793.70

This is not included in the amount on Est.

5. Weighmasters
   None

B. MATERIALS

Asphaltic Concrete	$ 61.00
Rock Transfers	3,068.66
Pipe (Transfer of Costs)	3,298.65
Explosives, Caps, etc.	35.96
Miscellaneous (Acetyline, Thread Bolts)	32.50
Pavement Breaker	9.50
1,020 c.y. 1½"-0	1,785.00
20 c.y. ½"-0	10.00
2,174 c.y. Bar Run	434.80
1401 c,y. Base Rock	2,596.50
51 c.y. ¾-0	107.10
*Materials for repairs on Smith Bridge #1311	1,438.51
Fence, wire, barbed wire, 2 gates	454.40
TOTAL COST MATERIALS	$13,332.58

*Materials used by bridge extra gang under Prefix 110-4563-D on repairs of Smith Bridge #1311.

III. ENGINEERING

Labor	$5,884.29
Equipment	323.70
TOTAL COST	$6,207.99

(A breakdown of this cost is as follows:)

	Size	Hours	Rate	Cost	15%	Total
Tractor/ripper	D-8	130½	$26.35	$ 3,438.68	$ 515.80	$3,954.48
Tractor 4 wheel	41-51 H. P.	111½	6.95	774.93	116.24	891.17
backhoe		51½	22.05	818.06	122.71	940.77
Tractor 4 wheel dozer		57	8.80	501.60	75.24	576.84
Crane Truck	5,000-9,500	140½	3.05	428.53	64.28	492.81
Flatbed		4½	5.85	26.33	3.95	30.28
Welding Truck		10½	2.10	22.05	3.31	25.36
Power Saw						
TOTAL				$25,162.69	$3,774.40	$28,937.10

*This grader was rented bare from Mitchell Brothers Logging Company for $8.00 an hour and operated by state forces. A.G.C. rental rates prevail on the other equipment. The rates on this equipment are verified by Form E-376.

B. MATERIALS

	Cost	15%	Total
4 C.T. Permits	$20.00	$3.00	$23.00
4 # 2 Shovels	23.80	3.57	27.37
Explosives	13.42	2.01	15.43
	$57.22	$8.58	$65.80

Materials purchased by the contractor for work on this job and therefore elegible for the 15%.

C. LABOR

	Hours	Cost	15%	Total
Supervision (Working Foreman)	6	$ 953.29	$ 142.99	$ 1,096.28
Labor	12½	2,705.84	405.88	3,111.72
Operators	108½	4,018.33	602.75	4,621.08
Teamsters	399	4,733.62	710.04	5,443.66
Taxes, Insurance, Health & Welfare		2,323.70	348.55	2,672.25
Travel & subsistence Teamsters		224.25	33.63	257.88
Operators		432.00	64.80	496.80
Labor		45.00	6.75	51.75
TOTAL		$15,436.03	$2,315.41	$17,751.44

The labor on this job was paid union wages/ or the same wages that they were receiving (not exceeding union scale) prior to this work. Wages verified by wage certifications. Travel subsistence as union agreements in this area.

II. STATE FORCES

Labor	$14,319.42
Per Diem	90.00
Equipment	4,363.25
Materials	13,481.58
TOTAL	$32,254.25

A. EQUIPMENT & LABOR

1. Limbocker's Crew

Labor	20%	Equipment	Total
3,812.66	762.53	173.70	4,748.89

2. Fillmore's Crew

Labor	20%	Equipment	Total
1,090.92	218.18	150.00	1,459.10

SUMMARY

I.	OUTSIDE EQUIPMENT, MATERIALS & LABOR	$46,754.32
II.	STATE FORCES	32,254.25
III.	ENGINEERING	6,207.99
	TOTAL	*$85,216.56

*10% contingencies have been omitted as the costs are based on actual bills. Therefore, this eliminates any estimates.

EK-121 (1)

6585

for Complete Rpt
Sal. #6653

cc: [illegible]
[illegible]
[illegible]
L. F. D. Morgan
[illegible]
C. H. Madden
L. K. Young

JHW:fp arb

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 12, 1965

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

RETURNED TO
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Reference is made to our memorandum of October 7, 1965 transmitting a copy of the subject report to your office.

In our memorandum we overlooked advising you that on Project ERFO-101(2) the daily records revealed that work was performed prior to Public Roads approval on Price Agreements No. 1, 3 and 5 as follows:

P.A. 1 - ½ ton pickup	Approved 4/1/65 - Work performed 3/29 to 3/31	24 hrs.
P.A. 3 - Wind machine	Approved 4/15/65- Work performed 3/31 to 4/14	132 hrs.
P.A. 5 - Air compressor	Approved 4/14/65- Work performed 4/7 to 4/13	38 hrs.

Summary:

P.A. 1 - 24 hours @ $1.50	= $ 36.00
P.A. 3 -132 hours @ 1.00	= 132.00
P.A. 5 - 38 hours @ 5.30	= 201.40
Total Amount	$369.40

This amount should be transferred to non-participating.

Please advise when this has been done and we would also appreciate your comments on the recommendations contained in the inspection-in-depth report.

Orig to Mason
Copy to Young
10-13-65

Routing
Morgan
Decker
Bond
Barbee
Walker
Olson
Swan

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Mgr. - please A/C comments
D.C.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 7, 1965

In reply refer to: 03-35.DA

FROM : R. Dee, Assistant Division Engineer
Salem, Oregon

SUBJECT: Inspection-In-Depth
Equipment Rental Procedures
Emergency Relief Projects

Attached herewith is a copy of the subject report.

Please note the recommendations on page 4 and take action if you deem appropriate.

Attachment

10-20-65

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-333 (8-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
5	[illegible]	See below.

DATE OF INSPECTION July 24, (cont.) 27, 28, 29

PHASE(S) INSPECTED Emergency Relief Projects

INSPECTION MADE BY W. A. Bidrose, et al

IN COMPANY WITH See below.

REPORT PREPARED BY W. A. Bidrose, Assistant Area Engineer

PROJECT INCLUDES

☐ GRADING AND DRAINAGE ☐ BASE ☐ PAVING ☐ MAJOR STRUCTURES ☐ OTHER (Specify) Flood damage repair.

CONTRACTOR (Name and address) See below.

CONTRACT AMOUNT $ See below.

PROJECT STATUS (Percent complete) See below.

LOCATION See below.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

INSPECTION-IN-DEPTH - EQUIPMENT RENTAL PROCEDURES
(Emergency Relief Projects)

Inspection time - 20 hours
Travel time - 27 hours
Write-up - 6 hours

Purpose of Inspection - The inspection was made to check the State's equipment rental procedures on Emergency Relief Projects.

Projects Inspected - This inspection covered projects in every Division of the State Highway Department except Division 5. There were no equipment projects in progress in that division. The following projects were inspected:

Project No.	Project Name	Contract No.	Contract Amt.	Contractor
ERNO 101(2)	Oakridge-Salt Cr. Tunnel Sec., Willamette Hwy.	6556	$1,482,691.00	Rogers Constr. Co., Portland, Ore.
ERNO 103(1)	Sardine Cr.-North Santiam Riv. Sec., Santiam Hwy.	6557	1,454,110.00	White Bros. Constr. Co. & Ott-Atwater, Inc., Walla Walla, Wash.
ER 106(1)	Fulton Canyon Sec., Fulton Canyon-Wasco Hwy.	6572	150,716.00	Rogers Constr.Co., Portland, Ore.

(more)

USCOMM-DC 9221-P64

Highway Inspected (cont.) Page 2

Project No.	Project Name	Contract No.	Contract Amt.	Contractor
BR-111(1), BRO 111(2) & BR 137(1)	Marks Cr.-John Day Hwy Jct. Sec., Ochoco Hwy. and Prineville-Crooked Riv. Sec., Ochoco Hwy.	6512	$ 70,423.10	Roy Rowland Sweet Home, Ore.
BR-121(1)	Smith Bridge-Yellow Cr. Sec. of Elkton-Sutherlin Hwy.	6485	555,037.00	C. R. O'Neil Creswell, Ore.
BR-153(1)	Summer Lake-Valley Falls Sec., Dreamer Hwy.	6520	22,037.20	Bud Stump
BR-154(1)	Warner Summit-Crooker Reservoir Sec., Warner Hwy.	6521	31,435.02	Washington County Co., Sheridan, Ore.
BR-166(1)	Pioneer Mountain Sec. Corvallis-Newport Hwy.	6519	238,695.75	C. R. O'Neil Creswell, Ore.
BRO-190(2)	Dolallie Cr.-Yellow-jacket Cr. Sec., Mt. Hood Loop Hwy.	6527	462,881.90	Rogers Constr. Co. Portland, Ore.

The project status for the various projects was as follows:

Project No.	Percent time elapsed	Percent Complete
BRO-101(2)	60	40
BRO-190(1)	65	50
BR-166(1)	150	99+
BR-111(1)-BRO-111(2) & BR-137(1)	65	67
BR-101(1)	32	16
BR-153(1)	95	99
BR-154(2)	95	93
BR-166(1)	90	92
BRO-190(2)	65	5

Inspection Party

R. A. Nichols acted as the team leader and was present on the inspection of all the projects. The other personnel on the inspection parties were as follows:

BRO-101(2) - Clyde Pike, Auditor, ISR
Arlie Anderson, Resident Engineer, OSHD

(more)

Earthmoving Meeting (cont.)

BMO-103(1) - Clyde Pike, Assistant Dir.
J. L. Lemley, Area Engineer, BPR
Lt C. Hill, Assistant Engineer, OSAD

BR-103(1) - Clyde Pike, Assistant Dir.
Richard D. Lemley, Resident Engineer, OSAD

BR-111(1), BMO-111(2), E.-137(1) -
Clyde Pike, Assistant Dir.
J. L. Lemley, Area Engineer, BPR
Robert H. Clark, Resident Engineer, OSAD

BR-121(1) - Cecil Bassett, Johnson, BPR
M. L. Martin, Division Engineer, BPR
Paul Reed, Area Engineer, BPR
John L. Edgerton, Jr., Assistant Engineer, OSAD

BR-153(1) - Clyde Pike, Addison, BPR
C. E. Christianson, Asst. Area Engineer, BPR
Jim Price, Division Engineer, OSAD
E. J. Dunn, Resident Engineer, OSAD

BR-154(2) - Same as BR-153(2).

BR-160(1) - Cecil Bassett, Johnson, BPR
M. L. Martin, Division Engineer, BPR
Glenn Robbins, Area Engineer, BPR
Jay A. Gary, Division Engineer, OSAD
W. E. Owens, Resident Engineer, OSAD

BMO-193(2) - Clyde Pike, Addison, BPR
Willis Cook, Area Engineer, BPR
W. R. Boyink, Asst. Area Engineer, BPR
Richard S. Hughes, Assistant Engineer, OSAD

SUMMARY

(1) The General Daily Progress reports were quite complete except that specific pieces of equipment used during the day were not listed in detail.

(2) The pay quantities were kept current on printable forms. These forms were signed daily by authorized representatives of both the contractor and State, indicating agreement as to the quantities shown. This process should be continued in that it would eliminate substantially all possibilities of pay disputes.

(more)

Summary (Cont.)

(3) The documentation as to what the equipment on the project met specification requirements was generally incomplete. However, it must be noted that all the equipment observed by the writer equalled or exceeded specification requirements.

Recommendations

(1) The equipment used should be more easily identified on some type of permanent record. In order to facilitate this it is suggested that it be specified that the contractor be required to give a list of his equipment on the project. The list should include his number or other suitable identification and the rating of the equipment.

(2) The dates when a piece of equipment is brought to and removed from the project should be noted on a permanent record. Perhaps it could be noted on the above suggested list.

Project Documentation

According to all the resident engineers there was no directive issued from the Central Office as to the method or type of records which should be kept. Consequently each resident devised his own method of keeping records on equipment, with the advice of the State's Division office in some cases.

Basic Documents

The initial record on all the projects except S-106(2) was the form "General Daily Progress Report" (Sample No.). This report is completed by the field inspector. In general, the reports contained information as to the number of each type of equipment and laborers, the contractor's hours and a narrative. In addition to the work in progress the narrative usually contains a general description of the equipment used, and pertinent notations such as equipment breakdown time, etc. As mentioned above, this form was not used on Project S-106(2), however the same data is kept in the inspector's diary.

It is the writer's opinion that the field inspectors have done an excellent job in maintaining a complete record of the activities on this form and in their diaries. Only in one instance was it noted that equipment had been paid for without mention of the equipment or the type of operations in which the equipment could be used in the Progress Report. There is one area in which it appears should be improvement made in documentation. That is where several pieces of the same type of equipments, such as dump trucks or trailers, are used, the inspectors often just note "The contractor had 5 dump trucks working - - - ". Since this report is a basic record it would eliminate future disputes if each piece of equipment were positively identified by contractor's number or other suitable form of identification.

(more)

The resident engineer on project [illegible], Mr. [illegible], had his inspectors give this information in daily plus and minus figures and quantities, as units expired. The inspector on [illegible] obtained this information but it was kept on pieces of paper that were not made a part of the permanent records. Mr. [illegible] in his instructions during the inspection that the information was to be handled was kept in the inspector's diary.

In addition to the General Daily Inspection Reports the inspector on BR-101(1) kept a diary, and the inspectors on [illegible] and 104(1) kept the daily itemized list on Form C 401-1.01, "Daily Progress Report" (Example 2).

Two other types of information which, if properly documented, might eliminate future disputes were found on our late detail. One is in case a particular piece of equipment is moved on and from the project. The other is a tabulation, daily describing the equipment. Both types of information could be kept on one form. It was possible to determine when some of the equipment was moved to or from the project from information in the cookies, etc.; however, it appeared that the information was far from complete on most of the projects. The Resident on BR-101(1) had requested and received an equipment list from his contractor. It was not certain that it did give all the desired information on each piece of equipment.

In an attempt to eliminate future disputes about pay quantities, all the Residents used a daily item upon which the hourly basis pay items were summarized. Form C-115(7-61)-Daily Record of Force Account Work (Example 3) was used on all projects except two. The other two projects had a large number of pay items so the Residents devised their own forms. Examples 4 and 5 were used on projects [illegible] and BR-224(2), respectively.

In all cases the record for each day was signed not later than the following day by the authorized representatives of the State and contractor. The signatures indicated complete agreement on the recorded information. The amount paid to the contractor is based on the information shown in this report.

Summary of Items

The items are summarized on the daily record sheets for projects [illegible] and BR-221(1) as can be seen in Examples 4 and 5. A tabulation showing the running totals was kept on projects [illegible], BR-111(1), etc. and BR-[illegible]. Some minor discrepancies in these totals were found. However, the calculations had not been checked and normally errors are found and corrected at this time.

RECEIVED
OCT 8 - 1965

FOR FILING
Form E-103—6M
ER-121(1)
6585

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Continuation or modification of project agreement if additional funds are required.
Date SEP 24 1965 ME Martin
Title Division Engineer
U.S. Bureau of Public Roads

Project Name Smith Bridge-Yellow Creek Date Sept. 14, 1965
Highway Elkton-Sutherlin Contract No. 6585
County Douglas Prefix 110-1007
Contractor C. R. O'Neil F. A. Project No. ER-121(1)
Address Rt. 2, Box 95, Creswell, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish miscellaneous materials consisting mainly of, but not necessarily limited to, fencing and guardrail.

Location by station numbers:

Throughout the project

Estimate of quantities and cost:

Materials and supplies - - - - - - - - - - - - - - - - $2,000.00

(Percentage allowed contractor will be in accordance with executed contract for the project.)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This extra work item was anticipated and included in the original authorization. The materials to be furnished consist mainly of, but not necessarily limited to, fencing materials. The equipment and labor necessary for the installation will be paid for on some other basis.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 631,537.87
Present estimate of project cost, including $ 2,000.00 for work under this order	$ 631,537.87
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. L. Hagedorn — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams — Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
OCT 8 - 1965
FOR FILING

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 30 1965 By ME Martin
Title Area Engineer
U.S. Bureau of Public Roads

Form 2-320-SM

ER-121(1)

6585

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Smith Bridge-Yellow Creek Date Sept. 14, 1965

Highway Elkton-Sutherlin Contract No. 6585

County Douglas Prefix 110-1007

Contractor C. R. O'Neil F. A. Project No. ER-121(1)

Address Rt. 2, Box 95, Creswell, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in flagging costs

Location by station numbers:

Throughout the project

Estimate of quantities and cost:

Flagging, State share	$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was anticipated and included in the original authorization. The work is to be performed in accordance with the standard specifications, Articles 7-30 and 9-8.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 631,537.87
Present estimate of project cost, including $ 1,000.00 for work under this order	$ 631,537.87
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. R. Hagedorn, Resident Engineer

Approval Recommended: /s/ Jay B. Boyd, Asst. Division Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
AUG 27 1965
FOR FILING
ER 121(1)
6585

August 26, 1965

Mr. Jason D. Boe
State Representative
1912 Hawthorne
Reedsport, Oregon

Dear Mr. Boe:

On August 19, you forwarded a letter from Mr. and Mrs. Joe C. Stadler, Box 834, Kellogg Route, Oakland, regarding our construction activities on the Smith Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway.

The Stadler's letter contained several complaints to the effect that the Highway Department was (1) wasting money; (2) wantonly destroying property; and (3) encroaching on the river channel to such an extent as to endanger adjacent property.

It might be of some advantage to explain the background of this project. A few years ago, local interests made repeated and strong requests for an improved highway through this area. As you know, this route is a very important connecting link between Roseburg and the coast. It was, therefore, necessary to design and construct it to adequate standards. I enclose an Oregon highway map showing the importance of this route to the communities of Roseburg, Reedsport, Coos Bay and Florence.

When we eventually were able to finance the reconstruction of this old gravel road to modern standards, we fully realized that the terrain was rough and unstable and we expected to be confronted with slide conditions that would have to be stabilized. Added to this existing condition were the unprecedented floods of last December and January. These floods accelerated the movement of several large cut slides and also secured many portions of new fill placed to the river bank. These fill slides are now being repaired by the placing of a heavy rock blanket between them and the river proper and the cut slides by benching and removal of unstable slide material.

We have had to strip the slide areas of the natural growth in order to perform our work. However, after our work has been completed and our seeding and mulching work begins to grow, many of these construction scars will be obscured and the appearance of the highway will be much better than during construction.

The Stadlers have expressed fear because of the encroachment of the highway fill into the river channel. It is very unlikely that any damage will result from this action inasmuch as the Umpqua River at this point is several hundred feet in width and the slight narrowing of the channel by the highway fill could cause only a minute change in the water level on the opposite side of the stream.

This matter boils down to whether or not we are going to have a modern highway in this area. If the answer to this question is "yes", the work that is being performed must continue to completion.

For your information, the Stadlers have also written to the State Highway Commission Chairman, the Governor, and other State and Federal officials. They have been joined in their campaign by a Mr. Carl Brunmeier, one of their neighbors, who has also written to the Governor, Senator Morse, and the President of the United States.

If we can be of any further assistance, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc: R. L. Porter
F. B. Klabee
Victor D. Wolfe
L. R. Chandler

FBK:srb bg

ox CJA Kellogg Rte
Oakland, Oregon
August 6, 1965

State Representative Jason Lee
Reedsport, Oregon
Dear Mr. Lee:—

As representatives of the taxpayer, we and our neighbors feel that your attention should be called to the HIGH WASTE of money in State and Federal funds that has gone on in the past 2 years and is merrily continuing on the four mile stretch of Hi Hwy 138 between Milton and Sutherlin.

The river bank has been completely stripped of all trees and shrubs (fourth graders are taught the principles of erosion !), swimming beaches are gone, a wayside wantonly destroyed, fishing ruined, and four miles of river beauty wiped out in Douglas County so the tourists can have a road to rush along on.

The contractor last spring cut summer dumped earth and rock into the river channel just to get rid of it instead of hauling it away. There is flood material in the banks throw waste into the rivers and streams as is being done here, including trees!

The road bed is being pushed farther and farther out into the river channel obliterating the high river channel. Common sense is not being used, let alone any engineering knowledge!

We property owners and long time taxpayers in Douglas County and the State of Oregon fear for our lives and property on the South fork of the river, as in just an ordinary winter rise in the river, the water will be pushed to our side to flood our farms and destroy our homes.

This is indeed another such error to add to the growing list of errors being made by the State Highway Commission. But has happened to the time honored and respected right of the American citizen to own land and to feel just a little secure?

How much longer can the State Highway Commission go on in it's high handed manner without any respect for the taxpayer and his property?

It's one thing when mother nature imposes her destructive forces upon us, but quite another when the cause lies in the work of our State Highway Department.

The State Highway Department is more than aware of our feelings, to no avail.

This needs thorough investigation by a well qualified person outside of the Highway Department. A situation like this should never be allowed to occur again any where.

Sincerely,
Eleanor M. Stadler, D.D.S.
Joe C. Stadler

Copy sent to Flesel + Lieken

RECEIVED
AUG 10 1965
FORM E-30 SOH 3-65 SP*6470-784

FOR FILING
ER-1214)
6585

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 6, 1965

Porter (info)

To: MEMO TO THE FILES

SUBJECT: Brownson Complaint
Elkton-Sutherlin Highway
Smith Bridge-Yellow Creek
Contract No. 6585

It was requested that I meet Mr. F. B. Klaboe at 10:00 AM in the town of Elkton in order to review the problems stated in various letters regarding complaints from Mr. Brownson and his neighbors about the prosecution of the above subject project.

Mr. Klaboe and I viewed the project in its entirety and then made personal contact with Mr. Carl Brownson who lives on the opposite side of the river from the project. It was our intention to also contact the Stadlers, but we were unable to do this because of their not being at home. Mr. Brownson reiterated the complaints made in his letter to the department dated June 7. I and Mr. Klaboe went with Mr. Brownson to the river bank where he indicated the boulders and slide materials which have been deposited outside of our normal typical section on the highway. It is his contention that the materials being placed in the high water channel of the river will cause the river to erode his and his neighbors properties. His main worry was just southerly of his house in an area that the river approaches the county road. After some discussion, Mr. Brownson's thought was that he wasn't going to be hurt except in the extreme northerly portion of his property and in this area it would be necessary to just wait and see.

Mr. Klaboe in discussing this problem with me after leaving Mr. Brownson, thought it adviseable to cease placing any more of the large boulders in our rock toe and confine ourselves to generally shot rock. Also concerning the four or five

NOTED
F. B. KLABOE

NOTED
R. L PORTER

slide flows which have been deposited in the main channel of the river that some attempt be made to remove portions of these.

Cross sections and a picture report will be presented as soon as they are complete.

Jay B. Boyd
Assistant Division Engineer

JBB:sb

cc: F. B. Klaboe
F. D. Morgan
J. R. Hagedorn

RECEIVED
AUG 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 5 - 1965
FOR FILING

ER-121(1)
6585

August 5, 1965

Mr. Warne Bunn
Executive Assistant
Executive Department
State Capital Building
Salem, Oregon 97310

Dear Mr. Bunn:

I am enclosing a suggested reply to Mr. and Mrs. Joe C. Stadler concerning work being done on the Smith Bridge-Yellow Creek Section of the Klamath-Sutherlin Highway.

The complaint is identical to one made by Mr. Carl Brenneman, for which a suggested reply was forwarded to you on this date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attachment

bc: Glenn L. Jackson

Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. R. Chandler

FBK:srb/RLP:ms bg

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
August 4, 1965

Mr. and Mrs. Joe C. Stadler
Box 83A, Kellogg Route
Oakland, Oregon

Dear Mr. and Mrs. Stadler:

Thank you for your July 16 letter relative to the flood repair work now underway on the Elkton-Sutherlin Highway.

As you suggested, I have had the matter rather thoroughly examined and find that the modernization of this route came about through requests of local people and local organizations. The Highway Commission recognized the need of improvement of the route and undertook the work as funds became available. I am sure you are aware that the winter storms of 1964-1965 caused major damage to our highway system as a whole and that flood repair work has been underway in many sections this season.

I am also aware that during the construction or repair stage the work does not have an attractive appearance, which to a great extent will be eliminated when the work is completed.

Investigation also reveals that the Umpqua River is several hundred feet in width at this point and that the small encroachment of the highway fill into the river channel should not cause any great change in the runoff characteristics of this stream.

Thank you for bringing the matter to my attention; I am sure that when this work is finished and trimmed up the highway facility will not have an unattractive appearance.

bc: Glenn L. Jackson

Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. R. Chandler

FBK:srb/RLP:ms bg

(1109)

Box 83A Kellogg Route
Oakland, Oregon
July 16,1965

Governor Mark Hatfield
State of Oregon

Dear Mr. Hatfield:

We wish to voice our disapproval toward the manner in which the Oregon State Highway with state and federal funds is rebuilding a four mile stretch of Highway 138, below Yellow Creek.

Last summer and fall we watched this stretch of road being built and said nothing. Now watching it being rebuilt, endangering properties properties in this area we are desparately trying to find someone who will be concerned enuf to listen to our side , and to help us do something about it.

This four miles of construction has been a complete foul-up since it was started, and what is being done now is compounding the errors.

The plan is to dump more rock in the river to try to hold the embankmentthat has been built right in the high water channel of the Umpqua River.Ther is already far too much rock dumped there already.

In addition to the construction rock and material,placed in the river channel for the road bed, an enormous amount of waste rock and boulders was simply dumped in the river to get rid of it and to save the contractor the cost of breaking it up and hauling it away, as should have been done.

Our property and our neighbors properties on the south bank of the riverhave been valuable because we have had safe, high and dry building sights, but the margin of safety now is not enuf to survive what is so needlessly and mistakenly being done , as with the ordinary rise of the river in winter , the water will be diverted to our side to flood and erode our farms. You may even drown a few of us.

We have read Mr. Lloyd P. Shaw's letter to Mr. Carl Brownson and his attitude is , to put it bluntly, " The tourists must go thru and to hell with the local people." If this is official, then, of course, there is no hope for us and the engineers can bury us under roads that are built without any allowance for geology, hydraulics, esthetics, or just plain common sense.

We and our neighbors feel that this situation needs immediate and thorough investigation . Property owners on both sides of the river should be consulted , and concern for our life and property should be considered.

Sincerely,

Joe C. Stadler
Eleanor M. Stadler

JUL 19 1965

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AUG - 1965
FOR FILING
ER-121(1)
6585

August 4, 1965

Mr. Charles M. Brooks
Executive Assistant, Oregon Office
of Senator Wayne Morse
706 U. S. Courthouse
620 S. W. Main Street
Portland, Oregon 97205

Dear Mr. Brooks:

On July 19 you forwarded to us a letter received from Mr. Carl Brownson, Kellogg Route, Box 85, Oakland, Oregon, regarding our construction activities on the Smith Bridge-Tollgate Creek Section of the Elkton-Sutherlin Highway. Mr. Brownson has also written to Governor Hatfield, State Senator Al Flegel, and, apparently, President Johnson, concerning this matter.

A few years ago, there was considerable demand from local interests for the project to which Mr. Brownson objects. The new location does not deviate materially from the old narrow graveled roadway. However, because the route is an important connecting link between Roseburg and the Coast, it was necessary to build it to modern standards. I have marked this route on the enclosed copy of an Oregon highway map and I believe it is evident that Roseburg traffic destined for Reedsport, Coos Bay, or Florence can save considerable mileage by the use of this route.

The terrain through which this roadway was constructed is unstable and we expected to be confronted with slide conditions. During the severe winter floods of last December, the road suffered considerable damage by the flood scouring portions of the fill placed to the river bank and through the triggering of several large cut slides above the roadway. The fill slides are being repaired by the placing of a heavy rock blanket between them and the river proper. The cut slides are being repaired by benching and removal of the unstable material.

Mr. Brownson's pictures were taken during construction when, admittedly, the area looks ragged and unfinished; however, as

these flood repair jobs are completed and after a year of so when construction scars heal, we are positive the appearance of the highway will not be unattractive.

Mr. Brownson has expressed some fear that because of the slight encroachment of the highway fill in the river channel his property will be subjected to flooding. This is very unlikely. The Coquan River at this point is several hundred feet in width and the slight narrowing of the channel by the highway fill could cause only an extremely minute change in water level on the opposite side of the stream.

If you need anything further on this matter, please let us know. As requested, we are returning to you Mr. Brownson's letter and pictures.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enclosures

bc: Glenn L. Jackson

Forrest Cooper
F. B. Klabee
Victor D. Wolfe
F. D. Morgan
L. R. Chandler

FBK:srb/RLP:ms bg

July 8 1965

To Senator Wayne Morse

Dear Sir.'-

This letter and pictures are a protest against the Oregon State Highway com. on their road between Elkton and Sutherlin.

a 4 mile piece along the main Umpqua river.

the picture with the beautiful river bank was taken in the year of 1957 picture no 1

picture, no 2 is the way it looks now. picture no 3 is the two big rocks you see in picture no two, almost in the river with a small ^ pointing to them.

Picture no 3 is just to show the size of these rocks, as this man is 5' 11" you will note there are a lot just like them.

The comm. has filled the river from these rocks clear to top of bank only at the top and part way down they filled out as much a 20 ft or more in the old river channel which makes the ~~se~~ river smaller and crouds it to opposit side.

This is just one small place on this project, I am sending you picture no 4 which is accross the river from my place.

I protested to them verbaly last year when they started to fill this bank in with dirt and some rock as I knew it couldnt stay, the river this far down is just to big and swift, they were told it would all fall in the river and crowd us, Thats just what it did, now one picture no 4

you will see a road they have made between the river and the road, they said this road was down to solid rock which it isn't, in fact I was standing on the opposite bank a few days ago trying to talk them out of this fill, as the bank from the road to river is soft with lots of sand which will not hold, as from this road to the top is to be filled with rock and dirt. Now a lot of this whole bank your looking at was where the river used to be, the picture doesn't show how far there fill did slide into the river, but in the whole job it was thousands of yards. When they complet this fill most of it will go in to the river, so they fill it up again, I am sure it will sooner or later

start one our place as well as athers here. With the exeption of one spot about ¾ way to right in the picture This river bank was a pritty as the bank in no 1

It makis every body sick to look at it now.

This year I wrote them a letter trying to get them to set the road closer to hill and raise it several feet to get away from the river, but they wouldnt do it.

They rolled a tremendous big ~~rock~~ rock with in a few feet of the water yesterday with a big "cat" just a little bit to left of picture no 4. At far right in picture no 4 you can see a little bit of trees the way this whole bank looked in 1957 I have another picture that starts to left of no 4 and goes on down to where they quitt

slashing and burning the river
bank but you can see by the
pictures I am sending you what a disgrace
this road is. As near as I can
figuar this has sank about
2 million in this 4 miles of road
destroyed one of the nicest
way sides in Oregon, a good
place for young and old no dangerous
trees a perfect grove of Myrtle
trees not to big. The last place
before the road leaves the river,
the river hits the road head on
in a curve and took it out
completly. just below this place
as they leave the river there is
a big sharp curve, with very poor
visability with a 45 mile an hour
sign on west end. This road didn't
have to be built on the river here
atall as an aerial picture will show.
I just simply can't understand

there reason for doing the way they do. The way the river bank is slashed off and burned there isn't any protection for the road as any good raise will take a lot of it until they get it racked out in the main channel to hold the road, then our river bottom will catch it.

I wrote a letter to Governor Mark O. Hatfield and sent him pictures 1-2 and 3 only a lot larger pictures, I haven't recd a reply from him.
Every body is saying keep Oregon beautiful, our highways, our rivers.

I am going to see if they mean it or not, I am very positive they do. If the President of the so U.S.A. Yow, the Governor say so something will be done about this sad situation

I suggest this to you, as I did to the Governor. And am going to suggest it to President Johnson

The Highway Comm. remove all of the rocks and dirt back to the normal river bank, where it was when it was torn up and plant it back to myrtle trees and maple, which was ~~once~~ the majority, some cottonwood, alder, willow, and a little fir.

Also realign the whole road and get it off the river. where it is now the expence will be endless.

I have wrote a lot more than I intended, and I hope you won't be disgusted with reading so much. I read your monthly report and admire your stand on many things. Please keep the pictures, but I would like

you to tell me about what you can do on this problem.

I've shot in the Douglas Co. Court house, a beautiful picture from the air.

The picture shows the old road, beautiful river bank, and many few big rocks in channel.
And I think also how the road could have been built without cutting so much bank.

Please excuse my writting as I am more farmer than writer

Yours Truly
Carl Brownson
Kellogg rt Box 85
Oakland
Oregon.

P.S. maybe you could show these pictures to some one that could help on this.
C.B.

RECEIVED
AUG 7 - 1965

FOR FILING
ER-121(1)
6585

August 4, 1965

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

I enclose a suggested reply to Mr. and Mrs. Joe C. Stadler concerning their complaint of our work on the Smith Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway.

Both Mr. and Mrs. Stadler and their neighbor, Carl Svensson, have written numerous letters to officials concerning what they think is a misuse of funds for the improvement of this highway.

In a nutshell, the matter boils down to the question of whether or not we will have a modern highway in this area. During the last year's unprecedented floods, this new section suffered damage to the fills which encroached into the bed of the river to a small extent and to several of the large cuts. We are performing the repair work in the only practical way possible; that is by reinforcing the fills with a heavy rock blanket where the river affects them and by removing and stabilizing the large cut slides.

I believe that the complaints of both the Stadlers and Mr. Svensson are basically founded in a concern over the capacity of the river channel to handle floods. We have encroached into the river channel a minor amount but, at the same time, we have improved the hydraulic characteristics of the bank to such an extent that we believe that normal floods will cause no damage to their property.

Copies of suggested replies forwarded to Governor Hatfield and letters of information forwarded to Senator Wayne Morse and Senator Al Flegel are enclosed for your further information.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Forrest Cooper
F. D. Klabee
Victor D. Wolfe
F. D. Morgan
L. E. Chandler

Enclosures

FBK:srb bg

SUGGESTED REPLY FOR MR. JACKSON'S SIGNATURE
August 4, 1965

Mr. and Mrs. Jos C. Shaffer
Box 634, Kellogg Route
Oakland, Oregon

Dear Mr. and Mrs. Shaffer:

This is in response to your July 28 letter having to do with the flood repair work on the Hinton-Sutherlin Highway.

The modernization of this highway has been a continuing effort of the Highway Commission for several years. It started because of the recognized need for this improvement and because of numerous requests from local residents and organizations. Unfortunately, the construction suffered substantial damage, along with many other segments of the highway system, during the severe storms of last winter and it was necessary to undertake the restoration work which is now underway.

I fully recognize that the appearance of a highway job under construction does not present an attractive picture; however, I am sure that when the work is completed and, particularly, after a period of time when construction scars heal, the facility will not have an unattractive appearance.

We have many sections of state highways that border major streams and it is not felt that the small encroachment of the fill in this area is of enough magnitude to cause any significant change in the runoff characteristics of the river.

cc: Forrest Cooper
F. B. Klebes
Victor D. Wolfe
F. D. Morgan
L. R. Chandler

FBK:srb/RLP:ms bg

(1137)

COPY FOR MR. James H. Cooper
From Floyd Query, Secretary

RETURNED TO
KLAMATH
STATE HIGHWAY DEPT.

Draft for Jackson Press.

Mr. Jackson
State Highway Com. Salem
Salem, Oregon

Dear Mr. Jackson: -

I wonder if any of you and the other members of the Commission of a visit to Highway 138 below Glide.

The river bank is completely stripped of the natural growth along the river, numerous beaches are gone, a wagon road is threatened, for miles & miles is very clearly depicted.

The contractor last Spring + Summer dumped huge boulders + waste rock into the river channel just right and that emitted by hauling at once. Our homes are damaged with their careless blasting.

The road bed is being pushed further + further into the River channel. The high water channel is gone in most of the 4 miles. Surely someone is making a mistake in letting this continue.

copy sent to Jackson as I thought letter

the party comes to power, they pass on
an Aregion Party & the State & Govt
then a one Party Govt on the road
back to it. Now, we just an endless
Parties need in the race, the latter will be
invited to run only if just one Party
elected a new Govt.

This so ended and the next one
engineering to add to the State Legislature
Commissions growing list & needs.

The Ruling needs are parental. But we are
living in the United States. What has
happened to the time-honored respected
right of the American citizen to dissent?

Certainly no Commun ever has had
an opening like, & what is being done
now is just compounding grievous error.

This situation should be put to the attention of
persons who cares about our Top dollar & the
rights of citizens, & who will do something
about it.

Sincerely
Eleanor M. Stadler, D.D.S.
Jos C. Stadler

over

DR. ELEANOR M. STADLER
215 PACIFIC BUILDING
ROSEBURG, OREGON

STATE HIGHWAY ENGINEER
OREGON
1965

RECEIVED
AUG - 1965
FOR FILING

ER 121(1)
6585

August 4, 1965

Mr. Carl Brenneman
Kellogg Route, Box 85
Oakland, Oregon

Dear Mr. Brenneman:

Since receiving your July 7 letter, this Department has thoroughly reviewed the repair project on the Elkton-Sutherlin Highway. I understand that Assistant State Highway Engineer Klabee also discussed the matter with you personally.

I can understand that during the period of construction, work of this kind has a very raw and ragged appearance; however, upon completion and particularly after a period of time during which construction scars tend to heal, I am sure the facility will not be unsightly.

Mr. Klabee states that he feels your greatest concern is the possibility of the river eroding sooner adjacent to your property. We do not feel that the amount of encroachment by the highway fill is sufficient to cause any change in the basic characteristics of the Umpqua River. However, if you have any further features that you care to discuss, please feel free to contact us at any time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc: Glenn L. Jackson

Forrest Cooper
F. B. Klabee
Victor D. Wolfe
F. B. Morgan
L. R. Chandler

FBK:srb/RLP:ms bg

REFERRED TO
Admin.
BY SECRETARY

Klaber

July. 7. 1965

To the State Highway Dept.

Dear Sirs:—

I am rereading your letter of June 29, this piece of road you talk of realignment was as straight as it could be, I am talking about the aireal map at the Count House in Roseburg, just west of the big slide dont you go up hill lets say about 10 ft wouldnt it have been possible to have raised the whole road bed the same up the river to where road started or raised the middle part to 15 ft for ½ mile?

You didnt explain about the beautiful river bank that was slashed and burned. Why?

what about Hutchinson Wayside? Did this come under the same realignment? We are getting down the river a little more, of this

planing we have a curve
here with a 45 mile per hour one
the west end visibilety very poor.
I will say in a few years
this piece of road will be moved
starting from Fisher's place
straight to the destroyed
Hutchinson Wayside.
A whole big section fell
completly in the ~~sea~~ river, the
complete road bed clear to the
bank. Did the planers stop
at this place and look straight
up the ~~sea~~ river and estimate
the terrific power that would
hit head on at this place?
With all the trees cut on
the river bank, same as here.
The way the trees were cut
on the bank's just a good
normal raise would have
caved in your road.

The boys are still bull dozing some mighty big boulders over the bank all most to the low water mark on dirt and rocks that slide in from the shoulders of your road last winter, all most all of this fill and 2 mean thousands of yards of dirt and rocks are in the river channel proper. this upper half of the river channel was what carried the biggest share of a high water.

When you get your side filled out this time, some places more than 30 ft from the old bank and we have a river bank full it will under mine a lot more of your road and fill in the river a lot more on your side and croud it over on our side. It can't help but do this.

When I speak of high water
I don't mean one like last winter
just one even under bank full
which happens pretty often, has a
terrible volume and very swift.
When it drops about half way
down, that is when it will undermine the road and pull a lot more
of this loose fill in.
your letter was very smooth
but some how the planers, etc
just don't know the river
this far down, and the old slides
either, last year when they blasted
they really shook things, just
about shook them down with out
any water, this year very moderate.

Yours Truly
Carl B rawnson
Kellogg rt. Box 85
Oakland, Oregon

RECEIVED
JUL 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG - 1965
FOR FILING
ER-12771
6585

August 4, 1965

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

I am enclosing a suggested reply to Mr. Carl Brownson, Kellogg Route, Box 65, Oakland, Oregon, concerning our construction activities on the Smith Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway. We are also returning the pictures forwarded by Mr. Brownson to Governor Hatfield.

Mr. Brownson has also written United States Senator Wayne Morse, State Senator Al Flegel and, apparently, President Johnson concerning this matter.

Mr. Brownson had many complaints in these various letters, but it all boils down to the fact that in the construction of this new facility we have encroached into the river bed of the Umpqua River to some small extent, and he feels that this encroachment may endanger his property located across the river. He has had several suggestions, including that the State remove the road bed fill entirely and replant the river banks with various types of trees. This idea is completely impractical.

Concerning the statements relative to construction scars both along the bank and above the highway, we can only say that such are inevitable in this kind of work. It is not possible to construct a modern highway in this area and preserve all natural growth and vegetation in a status quo. We are confident that when the work is completed and the final cleanup is performed, the facility will have a neat and not unattractive appearance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc: Glenn L. Jackson
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
Enclosure
L. R. Chandler

FBK:srb bg

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
August 4, 1965

Mr. Carl Brennesen
Kellogg Route, Box 85
Oakland, Oregon

Dear Mr. Brennesen:

Reference is made to your letter of July 2 concerning work being done on the Smith Bridge to Yellow Creek Section of the Elkton-Sutherlin Highway.

Several years ago, there were requests from local persons and organizations for the State to improve this connecting road between Roseburg and the Coast. As a result, the improvement to which you refer, along with other improvements on this highway, were instigated. Due to the importance of the road, it was necessary to convert the narrow, graveled roadway into a fairly high-standard, modern facility. In order to do this, it was necessary to widen both into the river at some points and into the hills above the road at others. The new location was not materially different from that of the old roadway.

During the severe winter floods of December 1964, a portion of the roadway fill was damaged and cut slides above the new roadway occurred. A contractor is now in the process of repairing this damage by the only methods practical--that of reinforcing the fill adjacent to the river with heavy quarry rock and removing and stabilizing cut slides above the roadway. At the present time, this work has been only partially completed and does not represent the appearance of a finished product. When this work is completed, the slopes will

be smooth and covered with seeding and mulching materials. As time goes on, the scars will heal in varying degrees and will be less objectionable.

Your suggestion that the Highway Department remove the fills back to the river bank and replant it with myrtle and maple trees is not feasible. While there is some minor encroachment into the bed of the Umpqua River, the Commission believes that the improved hydraulic characteristics as the result of a smooth bank will tend to counteract any detrimental results of the encroachment.

Your interest in this matter and your comments concerning the necessity to preserve natural beauty whenever possible is appreciated.

bc: Glenn L. Jackson

Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. R. Chandler

FBK:srb bg

Away

(1078)

July 2, 1965

To Governor Mark O. Hatfield

Dear Sir:

This note is in protest of the Oregon State ~~Highway~~ Highway Com. on there Kellogg - Yellow Creek project about 12 or 13 miles East of ~~of~~ Elkton.

These are 3 pictures that will describe the situation better than any thing else.

The one with the girls swimming was taken in 1957 note the beautiful bank, the one that shows the bank cut off and all the big rocks, little rocks and dirt is the way it looks now, the picture with the 5'11" man and boy ~~too~~ between the two big rocks are to show the actual size of some of the big one's. These two big rocks are in the middle of picture encircled

JUL - 6 1965

You can check the two pictures by high ridge in back left of picture and all most in middle of one with rock pile. There is about two miles of this kind of const. some of it is worse

I talked to construction engineer that was on the job here last summer when they first started to fill the ~~se~~ river and he said they wouldn't but he did, he was told most of it would fall in the river which it did.

During our extreme high water the thousands of yds of rock, dirt etc. raised our back water on our place about 2 ft. There is an avid picture of this whole road in the Douglas Co. Court house, as it was before it was sabotaged.

I suggest to you they clean out the river back to its normal banks and build the road away from the river, there is room to do this, and replant the banks back to Myrtle trees and Maple.

They also destroyed one of the best wayside's in Douglas Co. which they said they would'nt.

The Com. are still putting rocks and dirt over the bank, to much.

I wasn't the big raise that took there road any good big raise would have washed the road in the river, the river is to big and swift. We have some other pictures of bank's they made, in the river and pushing the river to our side and the way they are doing now the same thing is going to happen again.

This project is about 4 mi long.
The cost I estimate from the start last year including repair contract this year will be all most-2 million-

I thank you for stopping that timber trade as many other people I know do.

I all so appreciate your stand on our water.

Yours truly
Carl Brownson
Kellogg rt. B of 85
Oakland
Oregon.

P.S. Keep pictures
C.B.

RECEIVED
AUG 10 1965

FOR FILING
ER-121(1)
6585

CONSTRUCTION DIVISION
AUG 1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 3, 1965

To: F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: Settlement
Thomas D. & Lucy Haines Leffler
Kellogg Bridge-Yellow Creek
Elkton-Sutherlin Highway

I have received a final report on real property negotiations involving the access to the Leffler property on the Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway and Mr. Moehring has asked for my approval or disapproval of this final settlement, a copy of which is enclosed. The first three items, namely the loss of access road due to the slide, damage to orchard and mis-staking, if any and believe that they are proper. On the last two items, 12 head of cattle at $185 per head and 166 head of sheep at $25 per head, I question. I am not certain but it appears that the price per head for cattle is quite high and I seriously question whether 166 head of sheep were lost due to our newly constructed road to their pasture lands sliding out. It is my understanding that the quantity of 166 head has been arrived at only by the difference in the number of sheep sheared last fall and one year previous to that. This is highly questionable and probably inaccurate method. The number of sheep lost is unknown to us or to the Lefflers, there is also a natural, but to me unknown loss of sheep when they are untended or not herded, as were these sheep. By this method of arriving at 166 head, we are saddled with a guess as to numbers and the blame for the entire loss.

There is a hazard in taking the matter to court, but I believe that should be chanced rather than agree to something which we seriously doubt.

L. R. Chandler
DIVISION ENGINEER

LRC:lf
Attach.

cc: L. W. Riley
D. H. Moehring

NOTED F.B. KLABOE

NOTED F.B. KLABOE

NOTED 11-65 F.B. KLABOE

Form E-42 (Rev. 5-64) OREGON STATE HIGHWAY DEPARTMENT File No. 3704.2

Sta. 451+70 to Sta. 491+70

Final Report on Real Property Negotiations

Name of owner Thomas D. and Lucy Haines Loffler, Hus

Mail address Box 104, Kellogg Route, Coldland, Oregon Phone No.

Phone No.

Purpose of purchase Release OPTION EXPIRES Release signed

Location of property Kellogg Bridge-Yellow Creek section of

Elkton-Sutherlin Highway in Douglas County.

Section 34, Twp. 23 S, Range 7 W. W.M.

Section , Twp. , Range

City Block Lot Subdivision

Street address of property Rural - four miles northeast of Dullock Bridge.

How does taking of property affect balance of grantor's property? No taking - damages only.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken No taking.
(Give details regarding nature, cultivation and improvements, together with such general statements as may be necessary to properly describe class of property taken.)

Basis of settlement (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Use back of Sheet if necessary.)

Loss of access road due to slide	$2375
Damage to orchard and mis-stacking, if any	100
12 head of cattle at $185 per head	2220
166 head of sheep at $25 per head	4150
	$8845

Appraisals: Staff and Fee

$2175. By Merle E. Griffin

$ By

$ By

$ By

Amount approved for negotiation $2175.

By Carl C. Selvidge
Review Appraiser

Entire taking ☐ Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

General remarks: Owners have been contacted and agree
(Give such general explanation as you desire to support settlement)
to this compensation.

Job Prefix Participating $ Non-Participating $

Settlement recommended:

L. D. Riley
Right of Way Supervisor Date 7-30-65

Right of Way Engineer Date

Signed: Maxwell McElhaney
Right of Way Agent

Dated: July 30, 1965

Final Report on Real Property Negotiations

Name of owner Thomas D. and Lucy Haines Loffler, Mar

Mail address Box 104, Kellogg Route, Coldland, Oregon Phone No.

Phone No.

Purpose of purchase Release OPTION EXPIRES Release signed

Location of property Kellogg Bridge-Yellow Creek section of

Elkton-Sutherlin Highway in Douglas County.

Section 34, Twp. 23 S, Range 7 W, W.M.

Section, Twp., Range

City Block Lot Subdivision

Street address of property Rural - four miles northwest of Dullock Bridge.

How does taking of property affect balance of grantor's property? No taking - damages only.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken No taking.
(Give details regarding nature, cultivation and improvements, together with such general statements as may be necessary to properly describe class of property taken.)

Basis of settlement (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Use back of Sheet if necessary.)

Loss of access road due to slide	$2375
Damage to orchard and mis-stating, if any	100
12 head of cattle at $185 per head	2220
166 head of sheep at $25 per head	4150
	$8845

Appraisals: Staff and Fee

$2175.	By Merle E. Griffin	Amount approved for negotiation $2175.
$		
$		By Carl C. Selvidge
$		Review Appraiser

Entire taking ☐ Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

General remarks: Damages based on Appraisal
(Give such general explanation as you desire to support settlement)
dismissal acceptable.

Job Prefix Participating $ Non-Participating $

Settlement recommended:

Right of Way Supervisor Date 7-30-65 Signed Right of Way Agent

Right of Way Engineer Date Dated: July 30, 1965

Authorized by Commission: Date

Roseburg, Oregon
July 26, 1965

NOTED
L. A. HOLT

F. D. Morgan
Construction Engineer

S A L E M

Leffler Complaint
Smith Bridge-Yellow Creek
Elkton-Sutherlin Highway
Contract No. 6585

RECEIVED
AUG 3 1965
LEGAL & RIGHT OF WAY

Herewith one memo and one letter to yourself from Mr. Boyd, Assistant Division Engineer, relating to the Leffler complaint on the Smith Bridge-Yellow Creek Section. In his letter to yourself, Mr. Boyd recommends that all claims be settled for the amount of $8,750. The actual justification is in the vicinity of $4,250, plus a small amount of livestock. The remainder between that and the $8,750 would have to be considered our risk if we resisted their claims and had to take the matter to court.

RECEIVED
AUG 3 1965
RIGHT OF WAY

L. R. Chandler
DIVISION ENGINEER

[illegible]lf
Attach.

cc: L. W. Riley
Rod Henry
H. M. Fillmore
John R. Hagedorn

Roseburg, Oregon
July 26, 1965

NOTED
L. A. HOLT

F. D. Morgan
Construction Engineer
S A L E M

Leffler Complaint
Smith Bridge-Yellow Cr.
Elkton-Sutherlin Highway
Contract No. 6585
Prefix 110-1007

Attached is a memo relating events which have transpired on the Leffler complaint. The right of way agent, Mr. McEldowney went to the Leffler's on Friday morning empowered to negotiate on the basis of their appraisal ($2,575) plus loss of cattle & sheep ($4,250 if proven) plus $100 for inconvenience due to the error in staking which amounted to a maximum of $6,725. After an all day session in which most of the cattle carcasses were found, but only about 25 sheep carcasses were discovered, this the Leffler's claim was due to the rough terrain. The Leffler's agreed to settle for $8,750 and they would build their road and release us from all claims to date.

I personnally, for the money involved, and the uncertainty of constructing an access road satisfying the Leffler's and the instability of the side hill in question, would recommend settlement of this issue. If this situation continues through the dry season and into fall rains, we may have another years claims and a highly unfavorable position in court.

Mr. Rod Henry's memo and mine explain the issue and with this letter I recommend settlement at the figure of $8,750 immediately although in the settlement some wording should occur protecting us from them building the road in proximity to the top of our cutbank for fear of possible further movement.

Jay B. Boyd
ASS'T. DIVISION ENGINEER

JBB:lf
Attach.

cc: L. W. Riley
Rod Henry
H. M. Fillmore
John R. Hagedorn

Roseburg, Oregon
July 26, 1965

MEMO TO THE FILES

Leffler Complaint
Smith Bridge-Yellow Creek
Elkton-Sutherlin Highway
Contract No. 6585
Prefix 110-1007

On July 21, a radio call was received from Mr. L. R. Chandler to meet with Tom and Lucy Leffler at their barn at approximate Station 505+00 on the above subject highway to determine the reasons for their complaint. Mr. F. D. Morgan was with me and we made this meeting. The complaints by the Lefflers upon contact were mainly of old problems of right of way, of access road construction, and of loss of cattle due to the loss of access. It was agreed that Mr. Morgan and I would ride with Mr. Leffler over the route which is necessary to tend their livestock because of their loss of access in the vicinity of Station 522+50. The loss of this access is due to a slide destroying the road. The access traveled by ourselves in a four wheel drive pickup, was difficult and circuitous and was through an adjacent ownership. Mr. Morgan then walked over the access road to the point where it was cut by the slide and cutbank and back to the highway. I rode back with Mr. Leffler. The Lefflers wish to make a cash settlement in the amount of $12,000 damage for all the inconvenience caused by this work, the loss of their cattle and with the money they will construct their own access to the 90+ acres that is severed from use by loss of the road. We parted with the remark that the problem would be studied by the division office and that we would contact them tomorrow on what findings had been made. All discussions were on a serious but amicable basis.

On Thursday, July 22, Mr. Merle Griffin was in the process of gathering data to determine the amount of damages to this property by virtue of the loss of road. Mr. & Mrs. Leffler came into the office at about 2:00 PM and went over their problems again. Mr. Rod Henry, Acting right of way supervisor, discussed the problem with them and told them that the appraisal was incomplete, but should be in order so that an offer could be made in the morning. At that time Mr. Henry stated that the damage item would be for the loss of access, that it would be necessary for the Lefflers to show evidence of cattle death and sheep deaths in order to substantiate any damages due to this loss of road and that any complaints regarding the error in the right of way on the riverside of the

highway would have to be settled by myself. I told them at that time that I would research the problem and contact their attorney Mr. Jim Richmond, because apparently Mr. and Mrs. Loffler, although they spoke of two extra acres taken due to this error, could not tell me factually where the error was or how much.

After studying the maps, correspondence and discussing the problem with Mr. H. M. Fillmore, Resident Engineer, on the project, it appears that the only error that occured that we are able to substantiate was the mis-staking of the right of way between 505+90.68 and 510+00. Apparently when the original viewing was made it was staked 60 ft. wide at 510. The small triangle formed by this error amounts to approximately .2 of an acre and caused Mr. Loffler to plant some fruit trees on our property. There was some misunderstanding in the way the stakes were placed from 491 through to 505. It is my understanding that this was not a mistake in staking, but a misunderstanding as to which were the fill stakes and which are the right of way stakes. My research shows that even if there were a 10 ft. mistake made in the staking of this right of way, which there apparently was not, that there would be only .3 of an acre involved. As I had promised the Lefflers, I phoned Mr. Jim Richmond, their attorney, and discussed the problem with him, stating that I could not come up with any figure which even approximated the Lefflers two acres of which they kept speaking. I told Mr. Richmond that our right of way agent was empowered to go to the Lefflers this AM and include a figure of $100 for inconvenience caused by the misunderstanding involved in the right of way in this area and the planting of the peach trees in error. This was all that I could do or could see any reason in doing. Any further negotiations should be in writing substantiating any other claims which the Lefflers had against us. I asked Mr. Richmond if it would do any good for me to speak to him on this matter personnally and he, after reviewing it, could not understand the area figure in any other way than that which I had explained to him. Insofar as I am concerned, that matter now is in the right of way department's hands for the damage items, the cattle loss and the fruit tree error. I can do nothing further.

Jay D. Boyd
ASS'T. DIVISION ENGINEER

JDB:lf

cc: F. D. Morgan
L. W. Riley
Rod Henry
H. M. Fillmore
John R. Hagedorn

RECEIVED
JUL 26 1965
FOR FILING

6R-121(1)
585

July 22, 1965

The Honorable Al Flegel
State Senator
Post Office Box 1065
Roseburg, Oregon

Dear Al:

In reply to your letter of July 21, the facts are about as follows.

As a part of our general highway improvement program and after having been exposed to considerable pressure from interested citizens, the State rebuilt a portion of the Sixten-Sutherlin Highway to which Mr. Brenneman objects. The new location did not move materially from the site of the old road but, in the exact spot that Mr. Brenneman refers to, the line was shifted slightly into the river.

The severe winter floods of December 1964 did some damage to this portion of the road and it is now being repaired under an Emergency Relief project using Federal funds.

Mr. Brenneman has written to the Highway Department, Senator Morse, and the Governor. I quote from Mr. Brenneman's letter to Senator Morse:

> "I suggest this to you, as I did to the Governor, and I am going to suggest it to President Johnson. The Highway Commission remove all of the rocks and dirt back to the normal river bank, where it was when it was torn up and plant it back to myrtle trees and maple, which was the majority, some cottonwood, alder, willow, and a little fir. Also realign the whole road and get it off the river."

Mr. Brenneman's idea is impractical.

As time goes on, the scars of highway work heal in varying degrees. It is just not possible to build a highway for modern commerce without doing some violence to the adjacent area.

The pictures that you sent with your letter are being returned herewith.

Kindest personal regards.

Forrest Cooper
State Highway Engineer

FC:fm

Enc.

cc H. L. Porter
F. B. Klabo
Victor D. Wolf
Ralph Hipprell
L. H. Chandler

HOME ADDRESS
AL FLEGEL
P. O. BOX 1065
ROSEBURG, OREGON

COMMITTEES
CHAIRMAN: EDUCATION
VICE CHAIRMAN: ALCOHOLIC CONTROL
MEMBER: HIGHWAYS
LOCAL GOVERNMENT

STATE OF OREGON
OREGON STATE SENATE
SALEM

JULY 21, 1965.

MR. FOREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON.

DEAR MR. COOPER:

ACCOMPANYING THIS LETTER WILL BE A LETTER TOGETHER WITH PICTURES THAT I HAVE RECEIVED FROM ONE OF MY CONSTITUENTS LIVING ON THE UMPQUA RIVER. I UNDERSTAND THAT YOUR DEPARTMENT HAS RECEIVED COMPLAINTS REGARDING THIS SITUATION BUT I WAS NOT CERTAIN WHETHER OR NOT THE PICTURES HAD COME TO YOUR ATTENTION.

THIS WORK HAS LIKELY PROGRESSED TOO FAR FOR REMEDIAL ACTION TO BE INSTITUTED BUT REALIZING THAT PUBLIC RELATIONS IS OF UTMOST IMPORTANCE, I CALL THE MATTER TO YOUR ATTENTION.

WITH BEST PERSONAL REGARDS,

AL FLEGEL
STATE SENATOR

CC: CARL BROWNSON
KELLOGG ROUTE
BOX 85
OAKLAND, OREGON

Blend to Cooper -
I am unable to give a solution but it does look like hell!! Piece of progress, I guess.
Al

RECEIVED
JUN 29 1965
FOR FILING
ER-121(1)
6595

June 29, 1965

63

Mr. Carl Svensson
Kellogg Route, Box 85
Oakland, Oregon

Dear Mr. Svensson:

This is to acknowledge your letter of June 7, 1965 regarding the highway construction work on the Smith Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway.

As you are aware, this recently reconstructed route was damaged during the December flood, as were numerous other highways in the state. The present work, to which you refer, is intended to repair this damage.

You can be assured that a considerable amount of time and study is involved prior to actual construction of a highway. As our highways must serve the traveling public for many years, the alignment, of course, is very important. Very often where it appears that it would be possible to "set the road back and raise the roadbed a few feet" as you stated in your letter, a traffic hazard would be created in future years by obstructing the sight distance.

The records of flow of the adjacent rivers and how high they get at flood stage is taken into consideration. The flood in December reached a height of several feet above any on record and, therefore, created problems which could not be anticipated. The straightening of the river's channel due to the realignment last year and that planned under the present contract will tend to minimize the chance for scour on either side of the river and increase the effective capacity of the waterway through this area. It is my understanding that no appreciable damage was sustained by the property owners across the river from the highway on this project.

The highway fills washed out during the flood are being replaced with heavier quarried rock. The slopes will extend only as far into the river as those originally constructed. This is to be "anchored" into the bottom along the

river by a toe trench, the construction of which is no doubt what you are referring to in your letter. As this will be cleaner rock, the muddying of the river should cease soon after the construction is completed.

On the slide section, which you mention, a series of benches will be constructed from top to bottom and a loose rock "inlay" placed at the toe next to the highway. This type of construction has been used extensively to retard the future movement in slide areas. This has necessitated additional clearing and removal of the slide materials. The entire area will be finished to reasonably neat slopes and seeded and mulched upon completion. The excess material resulting from the slide will be disposed of in a waste area on the opposite side of the highway from the river.

Upon completion of the existing construction work, much of the unsightliness of the cut and fill slopes as they now appear will be eliminated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. L. R. Chandler

MDG:fp srb

Date 6-10-65

ASSIGNED TO [illegible] By [illegible] No. [illegible]

Letter From [illegible]

Dated [illegible]

Has Been Acknowledged By [illegible]

RE:

[illegible]

Investigate and report with recommendation
Such action as necessary and report
Return with rough draft of reply
Prepare reply for signature of Mr.
Contact correspondent and report

CONSTRUCTION DIVISION
RECEIVED
JUN 11 1965

REMARKS:

CE ACE ACE COE

[illegible]

Report Received [illegible] Completed [illegible]

To Commission [illegible] Agreement [illegible]

File Closed [illegible]

DON RSB 328 6-21-65 /// 65 1 30

PEASE

RE YOUR TT NO 154 THIS DATE

JOHN HAGEDORN IS CONTACTING THE BROWNSON'S THIS PM. SHOULD HAVE A REPORT TO YOU BY TOMORROW.

JJ/ll
JOHN QUINER
LF 1,4

RECEIVED
JUN 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

.RSM

RSB CON 154 6-21-65 3101

JOHN QUINER

RE MY LETTER OF 6/11 AND YOUR TT 246 OF 6-15 . RE BRUNSON COMPLAINT
SMITH BRIDGE-KELLOGG BRIDGE. HAVE YOU BEEN ABLE TO CONTACT HIM..

PEASE
RW49

RECEIVED
JUN 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

CON RSB 246 6-15-65 3 PM

REF SMITH BRIDGE-YELLOW CREEK SECTION

YOUR LETTER DATED JUNE 11 REGARDING MR. BROWNSON COMPLAINT. YOUR LETTER WHICH WAS WRITTEN JUNE OXXX 00XX 11 WAS RECEIVED IN THIS OFFICE JUNE 15 WITH A DUE DATE OF JUNE 16TH. JOHN HAGEDORN AND I TRIED UNSUCCESFULLY THIS MORNING TO CONTACT MR. BROWNSON AT HIS HOME. WILL SUBMIT A REPORT REGARDING HIS COMPLAINT AS SOON AS MR. HAGEDORN IS ABLE TO CONTACT HIM.

JOHN QUINER
LF

cc Klaer
This is an assignment 63F04.

659

REFERRED TO -1-

BY DEPUTY STATE HIGHWAY ENGINEER

REFERRED TO
Admin
BY SECRETARY

June 7, 1965.

Dear Sirs:-

This is in regard to your construction on 225 about 1/2 mi. East of Elkton Ore. or about 4 mi below Bullok Bridge.

2 line directly across the river from the biggest slide.
Sec 3 lot 2 township 24 - 7 W.

The man in charge started filling in the river last year when they first started the second a cut. I told him what he was up against and that the road was to close to the river and would wash out, the dirt was there to set the road back from the upstream edge of the river bank and raise the road bed a few feet and wouldn't need to dump all the rock and dirt over in the river

He said they weren't going to fill in the bank any more, which he did, they put so much stuff over it made the river get muddy in low water.

I told him how swift the river was ever when ¾ full, but I don't think he believed it could be that swift.

Well he filled it in several feet, a lot of big rock were pushed over by the =cats= which he said they wouldn't do.

They started new cuts last week, one cat is cutting a road around between the road bed and the river a lot more dirt and rock going in the river.

They are clearing a lot more clear above the old slide now I don't know how much they are going to cut up there

but you guys had better take a real good look at that or you will have ~~the~~ a lot of that mountain take out your rd. and my ranch

Every bit you fill in the river like across from Bullock's, Carl Brownson Russel Brownson, Stadlers, Lenards, madisons makes a danger to our places as it pushes the river over, and we have enough trouble with it without a lot more man made trouble

you can still set it back and raise the road bed as you dont have any road anyway

and every time we ~~have~~ have a high water which is two or three times a year a lot of the road will settle or just wash out. the only protection for the road you had you cut down and burned. why?

I haven't said any thing to any body only local people.
they sure don't like the looks of it. they are beging to wonder about all the money that is being wasted on that small ~~[illegible]~~ section of road, so to.
I wish one of your men could come over here and then look at the mess from my side, as I am really worried about filling in the bank and pushing the river over.
I know this is a long letter and I am kind of burned about that accross the river.
maybe I will see one of you over here soon.

yours truly
Carl Brownson
Kellog st Box 85
Oakland
Oregon

RECEIVED
JUN 1 - 1965
FOR FILING

477 Cottage Street, NE
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 27, 1965

Original signed by
A. W. Parsons
Div. Engineer

08-35.2-EC

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project ER-121(1)
Smith Bridge-Tollow Creek Section
Grading and oiling

As requested in Mr. Young's letter of May 24, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of May 20, 1965 in the award of contract No. 6585 to C. R. O'Neil, of Creswell, Oregon, low bidder in the amount of $555,867.00 at the May 18, 1965 bid opening.

RECEIVED
MAY 25 1965
FOR FILING

ES-121(1)
6585

May 24, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of May 20, 1965 is requested in the award of contract for the Smith Bridge-Yaller Creek Section, Project No. ES-121(1).

The contractor receiving the award is C. R. O'Neil, Creswell, in the amount of $555,867.00 with the Contract No. 6585 assigned. This bid was received on May 18, 1965 and awarded May 20, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:lt

RECEIVED
MAY 24 1965

COMMISSIONERS
GEORGE JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
SALEM
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 21, 1965

Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Dear Mr. O'Neil:

The State Highway Commission on May 20, 1965 awarded to you State Highway Contract No. 6083 for the following project:

6.50 mi. grade and oil on the Smith Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County.

This award was based on your bid of $355,867 which was submitted to the Commission on May 13, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED

ENGINEERING

FILE

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 26, 1965

Original signed by
M. E. Martin
Dist. Engineer
By: M. E. Martin
District Engineer

08-35.2-08

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project ER-121(1)
Smith Bridge-Yellow Creek Section
Grading and Oiling

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all right-of-way is available with the following exceptions, as indicated in Mr. Wright's April 16, 1965 report and that these parcels will be cleared for occupancy and contractor's use before date of bid opening:

File No. 37018 - Leffler
File No. 37042 - Leffler
File No. 33637 - Easterson

Certification concerning this clearance should be furnished prior to our concurrence in award.

Mr. Litchfield's Utility Status Report dated April 21, 1965 indicates that no utility adjustments are involved.

The use of your Standard Specifications for Asphalt Concrete (Revision of January 1962) is approved for use on this specific project.

The use of the Division I - General Requirements, Articles 6-7, 6-11 and 8-1 dated 5-1-65; Section 202 - Stone Rmmn, dated 5-1-65; and Sections 710, 731, 740 and 750 - Guard Rail Etc., dated 5-1-65, Supplemental Standard Specifications is approved for use on this specific project.

Mr. Young's April 22, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

orig to Young
Attached 4-30-65

Commissioners:
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

April 9, 1965

State Highway Department
State Highway Engineer
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 26, 1965, requesting our comments on Emergency Restoration projects.

No wildlife problems are anticipated with the following projects:

Shitike Creek Bridge, Warm Springs Highway.
Warner Summit-Greaser Reservoir, Warner Highway.
Summer Lake-Valley Falls, Fremont Highway.
Smith Bridge-Yellow Creek Bridge, Elkton-Sutherlin Highway.
Foster-Ram Creek, Santiam Highway.
Marks Creek Bridge, Ochoco Highway.

Regarding the two other projects; Digger Creek-North Fork Alsea River, Alsea Highway, and Mapleton-Triangle Lake, Siuslaw Highway, we have the following comments:

Stream channel widths should be maintained to prevent excessive velocities. Siltation should be kept at a minimum and the work should be completed by September. The possibility of continued silting from bare fills through the winter months, such as occurred on the North Fork Alsea last winter, should be kept under control.

Your consideration of these comments will be appreciated.

Copies to:
F. B. Klaboe
L. H. Woung
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (4)
J. F. Putnam (8)

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

FOR FILING

VEK-121(1)

6S1

April 2, 1965

STATE OF OREGON
FISH COMMISSION OF OREGON
507 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

Mr. Forrest Cooper
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Reference is made to your letter dated March 26, 1965 regarding several Emergency Restoration projects contemplated for contract soon.

Listed below are the project titles along with our comments for protection of the fishery resource.

Marks Creek Bridge, Ochoco Highway, Crook County.
Summer Lake-Valley Falls, Fremont Highway, Lake County.
Warner Summit-Greaser Reservoir, Warner Highway, Lake County.

These projects are above the reach of anadromous fish, hence we anticipate no conflicts.

Foster-Ram Creek, Santiam Highway, Linn County.
Smith Bridge-Yellow Creek Bridge, Elkton-Sutherlin Highway, Douglas County.
Shitike Creek Bridge, Warm Springs Highway, Jefferson County.

The transmittal letter and title sheets submitted to us indicate the work will involve re-sorting base and surface courses on existing roadways. Your Bridge Department indicates the replacement bridge over Shitike Creek will be a single span structure not requiring footings in the stream. We anticipate no fish passage problem under these conditions.

Digger Creek-North Fork Alsea River, Alsea Highway, Benton County.
Mapleton-Triangle Lake, Siuslaw Highway, Lane County.

The following items should be considered in planning the slope protection work for these projects.

Maintain stream width to prevent increased stream velocities.

Guard against depositing excessive silt loads into stream beds.

Schedule work for summer months so as to be completed before September.

Your favorable consideration regarding these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Mr. R. Koski, Oregon State Game Commission

Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (4)
J. F. Putnam (8)

RECEIVED
APR 5 1965
STATE ... ENGINEER

FORM C 123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
March 10, 1965

Mr. H. C. Pyrcone
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Reference is made to your letter of 2-25-65, subject: Preliminary Engineering, Oregon Emergency Program-Flood of December, 1964.

The cost prefix set up for project ER 107(1), Sherman Highway is 20-14-A.

Due to the need for emergency work on projects ER 106(1) and ER 121(1) prior to your approval date of 2-24-65 we have not set up separate cost prefixes. The charges made prior to your approval date are considered by us to be accounted to Emergency Construction Supervision.

We anticipate some relocation and P.E. charges against the Fulton Canyon-Wasco Highway; therefore, a prefix for this project, ER 106(1) will be forthcoming.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. L. Dacher
Ass't. Construction Engineer

BG:ra

cc: L. P. Shaw
J. E. Morelock
J. F. Putnam

I-5-1(58) Ashland Truck Scale Site, 1965
19 Pacific Hwy. (Grad. & Pav.)
#6586

RECEIVED
MAY 5 - 1966
FOR FILING

Salem, Oregon
May 4, 1966

Mr. L. R. Chandler
Division Engineer
P. O. Box 1148
Roseburg, Oregon 97470

Ashland Truck Scale Site
Contract No. 6586
FAP No. I-5-1(58)19

State Force Order No. 3 was issued under the above-mentioned contract for illumination work to be done by our State forces.

Your office is requested for information as to the completion date or estimated completion date of the work.

The project acceptance is being withheld pending your reply.

L. H. Young
Office Engineer

VG:bb

RECEIVED
MAY 18 1966
FOR FILING

I-5-1(58)19
6586

April 28, 1966

M. C. Lininger & Sons, Inc.
P. O. Box 1346
Medford, Oregon

#6

Gentlemen:

The State Highway Commission at its meeting on April 21 considered your request for an extension of time on Contract No. 6586 for the Ashland Truck Scale Site on the Pacific Highway in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission extended the specified completion date to December 29, 1966, without assessment of liquidated damages.

Very truly yours,

Floyd Ousey, Secretary
OREGON STATE HIGHWAY COMMISSION

cc L. R. Chandler
Bill Brown
L. H. Young
F. D. Morgan
C. H. Maleen
Bureau of Public Roads

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 24, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(58)19
Pacific Highway
Ashland Truck Scale Site
Request for Extension of Contract Time

As requested in Mr. Klaboe's letter of March 22, 1966, this office concurs in your recommendation to extend the contract completion date from October 1 to December 29, 1965 based on the reasons outlined therein.

This situation is unique in the fact that the need for guardrail was not obvious until the contract work was nearly complete. It is noted that the 17 days chargeable to liquidated damages for the contract work, exclusive of the guardrail, has been retained and will be withheld from final payment to the contractor.

copies

REFERRED TO
Bond - Young - Brown files
BY ASST. STATE HWY. ENGR

3-25-66

RECEIVED
MAR 2[illegible] 1966
OFFICE OF
STATE HIGHWAY [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 14 1966
Port Files
I-5-1 (58) 19
6586

April 14, 1966

Oregon State Highway Commission

Gentlemen:

In the acceptance of Contract letter with N. C. Lininger & Sons, Inc., Contract No. 6586, dated April 12, 1966, the completion date should read January 13, 1966.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. E. Klabee
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maleen
L. E. Chandler

bg

RECEIVED
APR 14 1966
FOR FILING

T-5-1(58)19

6586

April 13, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6586 awarded to M. C. Lininger and Sons, Inc., for grading and paving the Ashland Truck Scale Site Section of the Pacific Highway in Jackson County was completed on January 15, 1966, and accepted by the Highway Commission on April 12, 1966.

Final payment in the amount of $17,000.69 will be released to the contractor after April 20, 1966. The total contract amount is $157,471.35 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fm

cc M. C. Lininger & Sons, Inc.
P. O. Box 1386
Medford, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
APR 12 1966
FOR FILING

5-1 (54) 19
6586

April 12, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed January 1, 1966, on Contract No. 6586. The contract was with H. C. Lininger & Sons, Inc. and was for grading and paving on the Ashland Truck Scale Site Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 12, 1966, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
FOR FILING
TS-1(58) 19
6586

April 6, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 6
April 21, 1966 meeting

Gentlemen:

An extension of time is requested for M. C. Lininger & Sons, contractor on the Ashland Truck Scale Site on the Pacific Highway in Jackson County, Contract No. 6586.

The specified completion date on the project was October 1, 1965. All contract work was actually completed October 14. Subsequent to this, a price agreement was negotiated with the contractor covering the installation of guardrail to provide a physical barrier between the scale sites and the highway. The contractor agreed to do this work for a reasonable price provided no liquidated damages would be assessed during the interim between the time the contract work was completed and the completion of the price agreement work. These conditions were met and the guardrail work was completed January 15, 1966.

I recommend that the specified completion date be advanced to December 29, 1965. This will retain the liquidated damages of $1,700 for the period between the original specified completion date and the date on which work under the original contract was completed.

This was verbally approved by Chairman Jackson on April 5 and will be on the agenda for the April 21 meeting for your confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

No forms submitted by M. C. Lininger & Sons

DES:nh bg

FORM E-20 50M 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1966

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

SUBJECT: Request for Time Extension
Ashland Truck Scale Site
Pacific Highway
Contract No. 6586

The specified completion date on the subject project was October 1, 1965. Actual completion date on the original contract work was October 18, making a 17 day liquidated damages penalty in the amount of $1,700. The contractor, M. C. Lininger & Sons, has not filed a request for time extension and we know of no reasons that would justify one on the original contract work. The contract items actually underran 19.4%.

In November a price agreement was approved covering installation of 2200 lineal feet of guardrail for separation between the scale areas and the highway travel lanes. The contractor agreed to this price agreement with the understanding that no liquidated damages would be assessed for the additional work to be performed provided it was completed within 14 work days after 7 days advance notice to commence. The guardrail work was performed within this limitation by January 15, 1966. This latter date is the one used in the contract records as the completion date. This was a Federal Aid Interstate Highway Project.

We recommend that a time extension be granted to cover all the time from October 18, 1965 (completion of the original contract items) to January 15, 1966 (completion of the work added by late price agreement). To retain the 17 days penalty time due this would in effect establish a new completion date of December 29, 1965.

Rough drafts of letters to the Bureau of Public Roads and the Oregon State Highway Commission are attached.

The final payment voucher has already been signed by the contractor and is being held in Office Engineering pending

the formal extension of the completion date as requested above. We request that the Highway Commission approval be secured by phone as soon as Bureau of Public Roads approval is secured in order to expedite the contractor's final payment.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

JAB:nh

Attachments

cc: L. H. Young

RECEIVED
MAR 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 28 1966
FOR FILING

Form CD-121 (11-63) (Prec. by A.O. 206-10) **UNITED STATES GOVERNMENT**

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 24, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(58)19
Pacific Highway
Ashland Truck Scale Site
Request for Extension of Contract Time

As requested in Mr. Klaboe's letter of March 22, 1966, this office concurs in your recommendation to extend the contract completion date from October 1 to December 29, 1965 based on the reasons outlined therein.

This situation is unique in the fact that the need for guardrail was not obvious until the contract work was nearly complete. It is noted that the 17 days chargeable to liquidated damages for the contract work, exclusive of the guardrail, has been retained and will be withheld from final payment to the contractor.

copies
REFERRED TO
Bond - Young - Transmittal files
BY ASST. STATE HWY. ENGR.
3-28-66

RECEIVED
MAR 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 23 1966
Portland
I-5-1(58)19
6586

March 22, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Ashland Truck Scale Site
Pacific Highway
Project No. I-5-1(58)19

Dear Sir:

The specified completion date on the subject project was October 1, 1965. Actual completion date on the original contract work was October 18, making a 17-day liquidated damages penalty in the amount of $1,700. The contractor, M. C. Lininger & Sons, has not filed a request for a time extension, and we know of no reasons that would justify one on the original contract work. The contract items actually underran 19.4 percent.

In the late stages of the contract, it was decided that a physical barrier should be constructed between the scale sites and the highway. A Price Agreement was prepared covering the installation of 2,200 lineal feet of guardrail. The contractor agreed to this Price Agreement with the understanding that no liquidated damages would be assessed for the additional work to be performed provided it was completed within 14 workdays after 7 days advance notice to commence.

On December 13, 1965, the contractor was advised to proceed with the work. The contractor worked 3 days in the week ending December 17 and was charged 5 workdays. In the week ending December 24 the contractor worked 1 day and only 1 workday was charged because of snow. In the weeks ending December 31 and January 7, snow in the work area made work impossible. In the week ending January 15 the contractor worked 3 days and was charged 3 workdays. This is a total of 9 workdays. The work was completed January 15, 1966, which is the completion date as indicated in the contract records.

It is our recommendation that the completion date for this project be extended from October 1 to December 29,

1965. This retains the 17-day penalty time which occurred between the specified completion date and the actual completion date of the original contract work. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nh srb

RECEIVED
MAR 7 - 1966
FOR FILING

I-5-1(58)19
1546

OREGON STATE HIGHWAY DEPARTMENT

March 2, 1966

Accounting Division	(✓)	Traffic Division	( )
Bridge Division	( )	Division Engineer (No. 3)	(✓)
Construction Division	(✓)	Maintenance Division (Seeding & Mulching Sec.)	(✓)

Project No. I-5-1(58)19, Ashland Truck Scale Site, Contract No. 6586, Prefix 615-1022, is currently being finaled with the Bureau of Public Roads. It is necessary that Office Engineering knows if there is work yet to be done or if there are any delayed costs that should be charged to this prefix. Notification as to the status of the project must be received by March 31, 1966, so that the project can be finaled and the prefix cancelled. Your prompt reply is requested.

Note: The Division Office will be responsible for contacting the resident engineer currently in charge of the project area.

L. H. Young
Office Engineer

PH:ed

RECEIVED
FEB 16 1966
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-1(58)19
6286

DIVISION FILE COPY

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 4, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work (including guard rail work under Price Agreement No. 1) was completed on January 15, 1966, on Contract No. 6586, Ashland Truck Scale Site, in Jackson County, in connection with Federal-Aid Project No. I-5-1(58)19.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F. B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 2-9-66

Conditions noted on above date:

This project was inspected on January 20, 1966 and has been completed in apparent conformance with plans, specifications, and applicable approved changes.

RECEIVED
FEB 14 1966

A. W. Parsons
Division Engineer

By: M E Martin
M. E. Martin
District Engineer

Rec'd L Young 2-15-66

CTC

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Ashland Truck Scale Site		WEEK ENDING: January 21, 1966
		SECTION PREFIX: 615-1022
HIGHWAY: Pacific		COUNTY: Jackson
NAME OF JOB: Ashland Tru ck Scale Site	KIND OF WORK: Grading and Paving	
CONTRACTOR: M. C. Lininger & Sons Inc.	CONTRACT NUMBER: 6586	FEDERAL AID PROJECT NUMBER: I-5-1(58)19
DATE OF CONTRACT: May 20, 1965	DATE WORK STARTED: May 26, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: None SUPERVISION: None	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 135	CALENDAR DAYS USED 152
	SPECIFIED COMPLETION DATE: October 1, 1965	PERCENT OF TIME ELAPSED: 113%
PROJECT AUTHORIZATION: $199,259.43		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $185,089.87	ENGINEERING AUTHORIZATION $ 14,169.56	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $175,770.64	ENGINEERING COST TO DATE $ 13,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: XXXXXX UNDERRUN 5 %	PERCENT OF AUTHORIZATION 94 %	DATE PROJECT WAS COMPLETED: October 18, 1965 P. A. No. 1 January 15, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.57	0.57			0.57
MILES PARTIALLY COMPLETED	0.57	0.57			0.57
MILES COMPLETED	0.57	0.57			0.57
TOTAL ESTIMATED QUANTITIES (CONTRACT)	18,800.00	25,500			5,400
TOTAL QUANTITIES CORRECTED TO DATE	20,449	20,013			4,821
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	20,449	20,013			4,821
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Routing
MONDAY	Cold			Decker
TUESDAY	Cloudy			Bond
WEDNESDAY	Cold			Walker
THURSDAY	Cold			
FRIDAY	Cold			
SATURDAY				

Litchfield
Olson

RECEIVED
JAN 21 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	

REMARKS

Semi-final estimate submitted December 3, 1965 (work completed October 18, 1965)

Post Semi-final estimate submitted Jan. 20, 1966 (P. A. No. 1, Guardrail).

C T Christianson BPR over project Thursday.

FINAL WEEKLY REPORT FOR PROJECT.

SIGNED W. K. Robertson LOCATION Medford, Oregon
Bill E. Brown

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JAN 18 1966

I-5-1(58)-19

Form DL-121 (11-63) (Pres. by A.G. 201.1)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 13, 1966

In reply refer to: 08-35.DB-2

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon I-5-1(58)19
Ashland Truck Scale Section
Pacific Highway
State Force Order No. 3

Reference is made to your letter dated January 4, 1966 concerning subject order.

We are approving the use of State Forces, effective December 6, 1965, as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate Contract.

4. The estimated cost of work if performed by contract is $3,500 as compared to an estimated cost by State forces of $2,600.

5. It is understood that this work consists of the installation of two luminaires in the immediate vicinity of each scale platform.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

REFERRED TO
1-18-66
BY ASST. STATE HWY. ENGR.

RECEIVED
JAN 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-100—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if [illegible] funds are [illegible]
DEC 6 1965 M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 3

Project Name Ashland Truck Scale Site Date November 30, 1965

Highway Pacific Contract No. 6586 F. A. Project No. I-5-1(58)19

County Jackson Prefix 615-1022 Account No. 277-03

Description of Work To Be Done:

Illumination

Location by Station Numbers:

1347 to 1375

Estimate of Quantities and Costs:

Lump sum - - - - - - - - $2,500.00

Explanation:

Work to be done by State Forces. Amount included in Project Authorization

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$199,259.43	
Present estimate of project cost, including $2,500.00 for work under this order	$199,259.43	
Expected under-run / over-run (amount)	None	
Expected under-run / over-run (per cent)	None	

Submitted by: /s/ B. E. Brown
Resident Engineer

Approval Recommended: /s/ John A. Bond
Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: /s/ Jay B. Boyd
Division Engineer

Approved: /s/ L. H. Young
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
NOV 15 1965
FOR FILING

I-5-1(58)

Form CD-121 (11-63) (Prev. by A.O. 300-10)

UNITED STATES GOVERNMENT

Memorandum

KLABDE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6586

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: November 9, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(58)19
Ashland Truck Scale Site Section, Pacific Hwy.
Seeding & Mulching, Contract #6586
State Force Order No. 2

Reference is made to your letter dated November 1, 1965, concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
By Asst. State Hwy. Engr.
11-15-65

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-186—Rev

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 26 1965 By W B Martin G-1-P
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Ashland Truck Scale Site Date October 18, 1965

Highway Pacific Contract No. 6586 F. A. Project No. I-5-1(58)19

County Jackson Prefix 615-1022 Account No. 224-238

Description of Work To Be Done:

Seeding and Mulching.

Location by Station Numbers:

South Bound 1349+50 to 1372+50

North Bound 1347+00 to 1375+00

Estimate of Quantities and Costs:

Seeding	3 Acres @	$ 50.00 =	$150.00
Mulching	3 Acres @	110.00 =	330.00
		Total	$480.00

Explanation: Work to be done by State Forces. Amount included in Project Authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$199,259.43
Present estimate of project cost, including $480.00 for work under this order	$199,259.43
Expected under-run / over-run (amount)	None
Expected under-run / over-run (per cent)	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ B. E. Brown
Bill E. Brown
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer
Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
AUG 31 1965
FOR FILING

I-5-1(58)19

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 20 1965 By M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Ashland Truck Scale Site — Date August 11, 1965
Highway 6586 Pacific — Contract No. 6586
County Jackson — Prefix 615-1022
Contractor M. C. Lininger & Son's, Inc. — F. A. Project No. I-5-1(58)19
Address P. O. Box 1386, Medford, Oregon — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State's participation in Flagging.

Location by station numbers:

1347+00 to 1377+00

Estimate of quantities and cost:

Lump Sum - - - - - - - - - -$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As provided in Contract agreement. Funds included in project authorization. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 199,259.43
Present estimate of project cost, including $ 500.00 for work under this order	$ 199,259.43
Expected under-run / over-run amount	$ None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ B. E. Brown — Resident Engineer

Approval Recommended: /s/ G. L. Decker Asst. — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams — Division Engineer

Approved /s/ L. H. Young — [illegible] Engineer

State Printing Young 8-30-65

Office

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
6-352		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
S #1586		Jackson
		PROJECT NO. I-5-1(58)19

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 1.4 Mi. N.W. of N. City Limits, Ashland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-26-65	0.00
*OTHER *(Specify)*		

FUNDS — PRO RATA 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 186,715.00	$ 172,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Labon

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer 6-22-65

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal Aid
Project No. I-5-1(58)19

ASHLAND TRUCK SCALE SITE SECTION

ON THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 8, 1965

Type Code Y021
Roadway (Sta. 1347+00 to Sta. 1377+00)(Contract No. 6586)

Ditch Excavation, Unclassified	1,400	cu.yds.	$ 2.50	$ 3,500.00
General Excavation, Unclassified	7,400	cu.yds.	0.95	7,030.00
Embankment in Place	11,400	cu.yds.	0.95	10,830.00
Finishing Roadbed and Slopes	All	Required		1,000.00
Rounding Cutbanks	660	lin.ft.	0.30	198.00
Trench Excavation	640	cu.yds.	3.00	1,920.00
Special Backfill in Drains	310	cu.yds.	7.00	2,170.00
Watering	460	M-gals.	3.00	1,380.00
Stone Base	24,100	tons	2.65	63,865.00
3/4" - 0 Material in Base	1,400	tons	3.00	4,200.00
Bituminous Base Mixture	2,000	tons	7.95	15,900.00
Asphalt in Bituminous Base Mixture	90	tons	40.00	3,600.00
Class "B" Asphaltic Concrete	3,400	tons	9.95	33,830.00
Class "A" Concrete	80	cu.yds.	70.00	5,600.00
Metal Reinforcement	12,100	lbs.	0.14	1,694.00
6-inch Metal Perforated Drain Pipe	1,200	lin.ft.	2.00	2,400.00
12-inch Steel Culvert Pipe	90	lin.ft.	4.10	369.00
15-inch Concrete Culvert Pipe, Class III	20	lin.ft.	5.00	100.00
24-inch Concrete Culvert Pipe, Class III	60	lin.ft.	8.75	525.00
12-inch Culvert End Sections	2	only	32.50	65.00
15-inch Culvert End Sections	1	only	37.50	37.50
24-inch Culvert End Sections	2	only	53.00	106.00
Concrete Inlets, Type G-2	2	only	140.00	280.00
Guide Posts, Y-2	66	only	9.00	594.00
Guide Posts, Y-3	2	only	10.00	20.00
Salvage and Reinstall Guide Posts, Type W-1	16	only	3.00	48.00
Salvage Type 2 Fence	310	rods	2.00	620.00
Type 2 Fence-Salvaged	320	rods	4.00	1,280.00
9-inch Concrete Surfacing	220	sq.yds.	9.00	1,980.00
				$165,141.50

Flagging (57½% of Contractor's Cost)	All Required	$ 500.00
Illumination	All Required	2,500.00
Seeding and Mulching	All Required	750.00
Relocate Existing Signs (E.W.)	All Required	850.00
		$ 4,600.00
	Subtotal	$169,741.50
	10% Engr. & Cont.	16,973.50
	Total	$186,715.00

Length of Roadway - - - - - - - 0.00 Mile

Federal Funds -	$172,200.00
State Funds -	14,515.00
	$186,715.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

ASHLAND TRUCK SCALE SITE

State Work

Construct Scale Pit and Approach Slabs	All Required	$7,378.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(58)19

ASHLAND TRUCK SCALE SITE SECTION ON THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 27, 1965

Type Code Y021
Roadway (Sta. 1347+00 to Sta. 1377+00)

Ditch Excavation, Unclassified	1,400 cu.yd.	$ 2.50	$ 3,500.00
General Excavation, Unclassified	7,400 cu.yd.	1.50	11,100.00
Embankment in Place	11,400 cu.yd.	1.00	11,400.00
Finishing Roadbed and Slopes	All Required		1,000.00
Rounding Cutbanks	660 lin.ft.	0.25	165.00
Trench Excavation	640 cu.yd.	3.00	1,920.00
Special Backfill in Drains	310 cu.yd.	6.00	1,860.00
Watering	460 M-gal.	3.00	1,380.00
Stone Base	24,100 ton	2.50	60,250.00
3/4"-0 Material in Base	1,400 ton	2.60	3,640.00
Bituminous Base Mixture	2,000 ton	6.30	12,600.00
Asphalt in Bituminous Base Mixture	90 ton	38.00	3,420.00
Class "B" Asphaltic Concrete	3,400 ton	8.00	27,200.00
Class "A" Concrete	80 cu.yd.	55.00	4,400.00
Metal Reinforcement	12,100 lb.	0.15	1,815.00
6-inch Metal Perf. Drain Pipe	1,200 lin.ft.	2.00	2,400.00
12-inch Steel Culvert Pipe	90 lin.ft.	4.00	360.00
15-inch Concrete Culvert Pipe, Class III	20 lin.ft.	5.00	100.00
24-inch Concrete Culvert Pipe, Class III	60 lin.ft.	9.00	540.00
12-inch Culvert End Sections	2 only	30.00	60.00
15-inch Culvert End Sections	1 only	35.00	35.00
24-inch Culvert End Sections	2 only	55.00	110.00
Concrete Inlets, Type G-2	2 only	150.00	300.00
Guide Posts, Y-2	66 only	8.00	528.00
Guide Posts, Y-3	2 only	9.00	18.00
Salvage and Reinstall Guide Posts, Type W-1	16 only	3.00	48.00
Salvage Type 2 Fence	310 rod	2.00	620.00
Type 2 Fence-Salvaged	320 rod	3.00	960.00
9-inch Concrete Surfacing	220 sq.yd.	9.00	1,980.00
			$153,709.00

Flagging (57½$ of Contractors Cost)	All Req.	$ 500.00
Illumination	All Req.	2,500.00
Seeding and Mulching	All Req.	750.00
Relocate Existing Signs (E.W.)	All Req.	850.00
		$ 4,600.00
	Subtotal	$158,309.00
	10% Engr. & Cont.	15,830.00
	Total	$174,139.00

Length of Roadway - - - - - - - - - - - - - - -0.00 miles

Federal Funds -	$160,000.00
State Funds -	14,139.00
	$174,139.00

ASHLAND TRUCK SCALE SITE

STATE WORK

Construct Scale Pit and Approach Slabs	All Req.	$ 11,000.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(58)19

ASPHALT TRUCK SCALE SITE SECTION ON

THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 20, 1965

Tyee Code T021
Roadway (Sta. 1347+00 to Sta. 1377+00)

Ditch Excavation, Unclassified	1,400	cu.yds.	$ 2.50	$ 3,500.00
General Excavation, Unclassified	7,400	cu.yds.	1.50	11,100.00
Embankment in Place	11,400	cu.yds.	1.00	11,400.00
Finishing Roadbed and Slopes	All	Required		1,000.00
Rounding Cutbanks	660	lin.ft.	0.25	165.00
Trench Excavation	640	cu.yds.	3.00	1,920.00
Special Backfill in Drains	310	cu.yds.	6.00	1,860.00
Watering	460	M-gals.	3.00	1,380.00
Stone Base	24,100	tons	2.50	60,250.00
3/4" - 0 Material in Base	1,400	tons	2.60	3,640.00
Bituminous Base Mixture	2,000	tons	6.30	12,600.00
Asphalt in Bituminous Base Mixture	90	tons	38.00	3,420.00
Class "B" Asphaltic Concrete	3,400	tons	8.00	27,200.00
Class "A" Concrete	80	cu.yds.	55.00	4,400.00
Metal Reinforcement	12,100	lbs.	0.15	1,815.00
6-inch Metal Perf. Drain Pipe	1,200	lin.ft.	2.00	2,400.00
12-inch Steel Culvert Pipe	90	lin.ft.	4.00	360.00
15-inch Concrete Culvert Pipe, Class III	20	lin.ft.	5.00	100.00
24-inch Concrete Culvert Pipe, Class III	60	lin.ft.	9.00	540.00
12-inch Culvert End Sections	2	only	30.00	60.00
15-inch Culvert End Sections	1	only	35.00	35.00
24-inch Culvert End Sections	2	only	55.00	110.00
Concrete Inlets, Type G-2	2	only	150.00	300.00
Guide Posts, Y-2	66	only	8.00	528.00
Guide Posts, Y-3	2	only	9.00	18.00
Salvage and Reinstall Guide Posts, Type W-1	16	only	3.00	48.00
Salvage Type 2 Fence	310	rods	2.00	620.00
Type 2 Fence - Salvaged	320	rods	3.00	960.00
9-inch Concrete Surfacing	220	sq.yds.	9.00	1,980.00
				$153,709.00
Flagging (57½ of Contractor's Cost)	All	Required		500.00
Illumination	All	Required		2,500.00
Seeding and Mulching	All	Required		750.00
				$157,459.00
		Subtotal		
		10% Engr. & Cont.		15,745.00
		Total		$173,204.00

Length of Roadway - - - - - - - - 0.00 miles

Federal Funds -	$159,700.00
State Funds -	13,504.00
	$173,204.00

ASHLAND TRUCK SCALE SITE

STATE WORK

Construct Scale Pit and Approach Slabs	All Required	$11,000.00

RECEIVED
JUN 1 - 1965
FOR FILING

477 Cottage Street, NE
Salem, Oregon 97301

May 27, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

06-35.2-HE

Original signed by
T. Doc
Eng. Coordinator

T. Doc, Assistant Division Engineer
Salem, Oregon

Oregon Project I-5-1(58)19
Ashland Truck Scale Site
Grading and paving

As requested in Mr. Young's letter of May 25, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of May 28, 1965 in the award of contract No. 6586 to H. C. Lininger Sons, Inc., of Medford, Oregon, low bidder in the amount of $172,519.50 at the May 18, 1965 bid opening.

orig to Young
6-1-65

RECEIVED
MAY 28 1965
FOR FILING
6586

May 25, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of May 20, 1965 is requested in the award of contract for the Ashland Truck Scale Site, Project No. I-5-1(58)19.

The contractor receiving the award is M. C. Lininger Sons Inc., Medford, in the amount of $172,519.50 with the Contract No. 6586 assigned. This bid was received on May 18, 1965 and awarded May 20, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceeding which has been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:lt

RECEIVED
MAY 24 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
ROSEBURG
KENNETH H. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. NOHDE
CHIEF COUNSEL

May 21, 1965

M. C. Lininger Sons, Inc.
P. O. Box 1586
Medford, Oregon

Gentlemen:

The State Highway Commission on May 20, 1965, awarded to you State Highway Contract No. 6586 for the following project:

0.57 mi. grade and pave on the Ashland Truck Scale Site on Pacific Highway about 9 mi. south of Medford in Jackson County.

This award was based on your bid of $172,519.50 which was submitted to the Commission on May 18, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

APR 28 1965
FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 26, 1965

Original signed by
M. E. Martin
Dist. Engineer
By: M. E. Martin
District Engineer

08-35.2-08

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-1(58)19
Ashland Trunk Senio Site Section
Grading and Paving

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way has been acquired for occupancy and contractor's use, with advisory assistance unnecessary, and further that control of access rights has been acquired, with no utility adjustments involved, as indicated in Mr. Wright's April 16 and April 22, 1965 reports and Mr. Litchfield's April 21, 1965 report.

The use of your Standard Specifications for Asphalt Cements (Revision of January 1965) is approved for use on this specific project.

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64; Section 315 - Plantmix Bituminous Base, dated 12-1-64; and Section 320 - Asphalt Concrete Pavement, dated 12-1-64 Supplemental Standard Specifications is approved for use on this specific project.

Mr. Young's April 22, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attachment

orig to Young
w/ attach
4-30-65

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section ASHLAND TRUCK SCALE SITE Highway PACIFIC (FA 3) County JACKSON

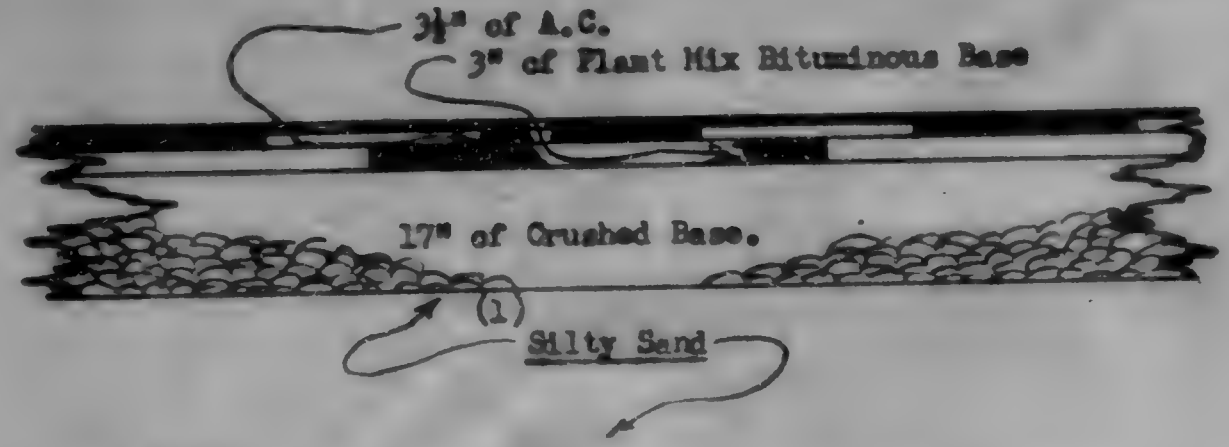
Res. Engr. _____ Approx. Length 0.53 Miles. Sta. 1349+ to Sta. 1377+

Truck A.D.T. 609 Traffic Coefficient 10.C 18 kip s.a. per day 26.3.

Annual Precipitation 20"+ Frost Penetration ---------.

(1)
Typical Soil

25	LL
6	PI
94	%P 10
38	%P200
6	%Gravel
26	%C Sand
30	%F Sand
20	%Silt
18	%Clay
27	"R" Value (Corrected)



CBR Total Req.	Credit	Actual Thick.	
	7	3½	A.C.
	3	3	PMBB
	17	17	Cr. Base
27	27	23½	

AASHO CLASSIFICATION:

A - 4

MATERIAL SOURCES:

To be obtained from Commercial Sources.

Note:

PMBB is recommended for up grading the material directly under the wearing surface. Tests of 3 sources in this area indicate high degradation. As the contractors source of material is not known at this time, a value of 1" PMBB is equal to 1" Crushed Base is recommended.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

NOTED
F. R. KLABOE

Submitted by J. W. Yarbrough
Staff Assistant

Recommended by John Jenkins
Asst. Engineer of Materials

Recommended by [illegible]
Construction Engineer

Approved by F. R. Klaboe
Asst. State Highway Engineer

RECEIVED
APR 28 1958

For [illegible]

3-31-58

SECTION: ASHLAND TRUCK SCALE SITE

HIGHWAY: PACIFIC #1 (FA 3)

COUNTY: JACKSON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 4700 (Total)

B. Future ADT 12690 (Total)

C. Mean ADT 8695 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 20 (ADT Basis) (Logging)

G. Trucks (in one direction) $\frac{F}{2}$ 10 x (C) 8695 = 869.5

H. % Trucks in Design Lane 70 %

I. Trucks in Design Lane (G) 870 x (H) 70 % = 609

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.669

= 10.0

SECTION: ASHLAND TRUCK SCALE SITE

HIGHWAY: PACIFIC #1 (FA 3)

COUNTY: JACKSON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: P.C.C. & A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local material is adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short section (1¼ mi.) and the cost of moving rigid paving equipment on to the project would be excessive.

Sources of material that would meet P.C.C. pavement specifications in this area are about depleted. Off ramp delineation is desirable.

RECEIVED
JUN 1 1964
FOR FILING

Form CO-12F (11-63) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 22, 1964

In reply refer to:
08-35.3-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-1(26)12
North Ashland - South Ashland Section

The location of the Ashland Scale Site, on the subject project, as proposed in your letter of May 5, 1964 is approved.

You are authorized to proceed with acquisition of additional right-of-way as indicated on your ROW map File 8B-15-22.

This additional right-of-way acquisition provides for a scale site at a total estimated cost of $3,000, of which $2,700 is reserved as Federal-aid Interstate funds.

RECEIVED
LLOYD P. SHAW

RECEIVED
MAY 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Edwards 5-25-64 cc Moehring } direct from Nash } Bureau

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cc Young 5-29-64

RECEIVED
MAY 6 - 1964
FOR FILING

I-5-1(26)12

May 5, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Reference is made to the proposed Ashland Scale Site located approximately one mile south of the Valley View Road Interchange north of Ashland. The layout plan for the site was approved by Mr. Brooks March 20, 1964.

The site layout, to provide necessary acceleration and deceleration lanes, requires the purchase of a small amount of additional right of way and to indicate these additional areas required, we are submitting a section of ROW map file 8B-15-22. The parcels are shown on the map under the file numbers 36765 to 36768 inclusive, and 36895. The estimated cost of the parcels is $3,000.00.

The scale site is located within the limits of ROW Project No. I-5-1(26)12, North Ashland-South Ashland Section, and accordingly, it is our desire to revise the plans for the project to include these necessary additional parcels as reimbursable ROW items.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JMiller
cc: W. T. Wright

A

I-5-1(58)19

1 of 6

Ashland Truck Scales

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 2-

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21	55	ADT	PRESENT	FUTURE (66)	(70)	YEAR (71)			
	1	I-5 1.4 mi. NW of N. City Limits, Ashland		ADT	8,900	17,800		75			

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 25 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)
	Gr.,Dr.,AC Pave.,Truck Scale Site							

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	
	Interstate	Jacks	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT CO TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67)
1	(14-15)	(16	41	42						
5					PE		I-5 1.4 mi. NW of N City Limits, Ashland (Ashland Truck Scale Site)			
5					ROW					
5					CONST (CODE)			0.0	160,000	147,000
								0.0	160,000	147,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Ashland (68)	ADT	PRESENT 8,900	FUTURE 17,800 (66)(70)	YEAR 75 (71)(72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2)(3)	APPN CODE 042 (4)(9)	ITEM NO. 400 (14)(18)

SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) I- (14 23)	NUMBER 5-1(58) (7 13)	SEQ. NO.	I. Projects Only POST MI. (24)(26) 19	DESIG. (27)

COUNTY NAME: Jackson — CODE 029 (14)(16)

ROUTE NO. I — FEDERAL-AID I-5 (32) — STATE (36)(37) — U.S. I-5 (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Gr., Dr., A.C. Pave. for NB & SB Truck Scale Sites. One 12' travel lane, one 14' passing lane and one 14'5" parking lane.
					ROW - 300' min.; access control - full; parking restrictions - complete.
0.0	160,000	147,000	13,000		
0.0	160,000	147,000	13,000		

(16) (23)(24) (33)

REMARKS

Additional Data - Item 218, Project I-5-1(35)12 and
Item 271, Project I-5-1(44)12.

USCOMM DUSCOMM-DC 48905-P61

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21-

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

s, Ashland (55)	ADT	PRESENT	FUTURE (66)	YEAR (70) (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		8,900	17,800	75	08	Oregon	35	042	400

TE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (76)	PROJECT NUMBER PREFIX LETTER(S) (14) (23)	NUMBER (7) (13)	SEQ. NO.	I Projects Only POST MI. (24) (26)	DESIG. (27)
						I-	5-1(58)		19	

COUNTY NAME: Jackson — CODE 029 (14) (16)

ROUTE NO. I — FEDERAL-AID I-5 (32) — STATE (36) (37) — U.S. I-5 (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

f N and ale	MILES (54) (56)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
						Gr., Dr., A.C. Pave. for NB & SB Truck Scale Sites. One 12' travel lane, one 14' passing lane and one 14'5" parking lane.
	0.0	160,000	147,000	13,000		ROW - 300' min.; access control - full; parking restrictions - complete.
ECT ALS	0.0	160,000	147,000	13,000		
		(16) (23)	(24) (33)			REMARKS

Additional Data - Item 218, Project I-5-1(35)12 and
Item 271, Project I-5-1(44)12.

USCOMM DUSCOMM-DC 48908-P61

RECEIVED
FEB 3 - 1964
FOR FILING

Salem, Oregon
January 27, 1964

Mr. Forrest Cooper

Proposed Scale Site
Ashland area

Attached is a map showing the previously recommended scale installation site on Interstate 5 north of Ashland.

The following statistics show the probable use and benefit at the North Ashland site versus the site at the Siskiyou Summit:

	North Ashland	Siskiyou Summit
Average Daily Traffic	11,700	3,500
Percentage - Trucks and Buses	12.3%	12.3%
Average Daily Trucks	1,440	430 Est.
Log Trucks Weighed, 1962	10,488 N.B.	
" " " "	138 S.B.	
Other Commodities	24,876 N.B.	
" "	23,764 S.B.	
Total Trucks Weighed	59,166	17,650 Est.
Average No. Weights Per Day	162	48 Est.
Total Violations	673	202 Est.
Per Cent of Violations	1.14	

The above statistics are based on total volumes and weights. The violation rate on logs, by reason of the nature of the pieces making up the loads, are higher than on general cargo in the ratio of 1.24 per cent to 0.88 per cent. Most general cargo (other commodities) violations are axle overloads rather than gross weight overloads.

The scale east of Pendleton is located 1.3 miles from the foot of Cabbage Hill. Many times, brakes on trucks begin to burn (one truck burned completely) when the truck is stopped after coming down a long grade. This fact influenced selection of the site at Ashland. The original site was chosen as far from the hill as possible.

I have examined the topography maps of the Siskiyou Summit and can find one location at which a scale for northbound weighing can be placed. This is about 1,000 feet north of the summit and I believe

sufficiently near the top that stopping trucks would not be bothersome. I cannot find a respectable place, due to topography, either north or south of the summit to stop the southbound traffic. There is an area immediately south of the South Ashland Interchange, but I believe this would be objectionable due to stopping vehicles immediately at the end of the long Siskiyou grade.

If no scales are installed on the freeway between Ashland and Medford, it will mean the loss of control of weight violations in the Valley. The summary of vehicles weighed for the year 1962 (196) report is not yet summarized) shows that the North Ashland scales, with 99,166 trucks weighed, is second in the State only to the Woodburn installation where 64,000 weights were taken. The violation rate at Woodburn, were only 931 of the loads were legs, is 0.74 as compared to the 1.14 at Medford.

I would recommend the following:

1. Install the proposed scale at the originally selected site.

2. Move the present scale at North Ashland south of Valley View Road.

3. Improve the entrance from the Green Springs Highway to the county scale at the Dead Indian Road intersection.

Tom Edwards
Assistant State Highway Engineer

TE:jw

Attachments

cc R. L. Porter
Victor D. Wolfe

RECEIVED
MAR 11 1964
FOR FILING

FORM S-30 SOM 9-62 43606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1964

SUBJECT: Proposed Scale Site
Ashland area

To: Mr. Forrest Cooper

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I would recommend the following:

APPROVED
Gerald Cooper
STATE HIGHWAY ENGINEER
DATE 3/10/64

1. Install the proposed scale at the originally selected site.

2. Move the present scale at North Ashland south of Valley View Road.

3. Improve the entrance from the Green Springs Highway to the county scale at the Dead Indian Road intersection.

NOTED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

TE:jw

Attachments

cc R. L. Porter
Victor D. Wolfe

VIOLATION DATA ANALYSIS
1961 RECORDS
Listing General Commodity Haulers
Weighed 1000 Times or More

Name	Address	Loads Weighed	Violations	% of Violations
Acme Transportation	San Pablo	1406	21	1.5
Bend Portland	Portland	1848	8	0.4
Aero Mayflower	Indianapolis	1768	2	0.1
Allied Van Lines	Chicago	1393	3	0.2
Arrow Transportation	Portland	2984	12	0.4
Asburry Transportation	Portland	2659	4	0.2
Asphalt Paving	Klamath Falls	1079	4	0.4
Axtell, Mark	Grants Pass	1457	0	
Bekins	Portland	1075	0	
Bigge Drayage	Oakland	1320	2	0.2
R. B. Brown	Medford	1020	6	0.6
Consolidated Freightways	Portland	21281	90	0.4
Converse	Portland	2522	10	0.4
Convoy Company	Portland	2522	2	0.1
Dairy Coop.	Portland	1522	5	0.3
Evans Products	Coos Bay	1576	1	0.1
Exley	Portland	2840	51	1.8
Garrett Freightlines	Pocatello	8839	18	0.6
Home Trans. & Storage	Sacramento	3032	37	1.2
Hudson House	Milwaukie	1309	13	1.0
Inland Motor Freight	Spokane	1086	2	0.2
Interstate Motor Lines	Salt Lake City	2285	9	0.4
Johnson Truck Service	Hornbrook	1449	14	1.0
Lininger & Sons	Medford	1665	3	0.3
Los Angeles-Seattle	Seattle	16098	71	0.4
W. D. Miller	Klamath Falls	1053	2	0.2
Mitchell Bros.	Portland	4651	50	1.1
North American Van	Ft. Wayne	1189	5	0.4
Northwest Grocery	Portland	1846	17	0.9
Oregon Nevada California	San Francisco	6717	68	0.1
P.I.E.	Oakland	16504	156	0.6
P.M.T.	Portland	5736	62	1.1
Pierce Auto	Portland	4781	25	0.5
Safeway	Portland	3919	1	
Salem Navy	Salem	1659	1	0.1
Santry Trucking	Portland	1125	18	1.6
Simpson Redwood	Seattle	1723	3	0.2
Sites	Portland	1869	8	0.4
Square Deal Lumber Company	Springfield	1214	6	0.5
St. Johns Motor Express	Portland	1530	11	0.7
Stafec, John M. & Terry	Eugene	1271	4	0.3
Standard Oil Co. of California	Portland	1099	3	0.3
United Truck Lines	Spokane	1433	15	1.0
Widing Transp. Co.	Eugene	1858	11	0.6
Willamette Valley Trans.	Portland	1202	2	0.2
Zellerbach Paper Company	Portland	1442	2	0.1
TOTAL		143,859	808	0.56%

This list of weights and number of violations taken from the 1961 alphabetical listing. This report not printed since 1961 due to cost.

For Comparison

Armour and Company	694	11	1.6

Salem, Oregon
January 27, 1964

Tom Edwards
Assistant State Highway Engineer
O F F I C E

Chairman Glenn L. Jackson has made inquiry with respect to our scale setup in the Ashland area. I told him of our tentative plans to have a new scale just southerly of the North Ashland Interchange and the maintenance of the existing scale at Jackson Hot Springs.

Mr. Jackson's opinion was that this was not a suitable setup; therefore, I wish that you would re-evaluate this entire matter and give me a map with a suggested layout which I will discuss with the Chairman.

Mr. Jackson stated that he thought there were some level grades near the summit of the Siskiyous where a suitable site could be had. I have not looked into this. Will you please give me a report.

Forrest Cooper
State Highway engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

20-1131 28th St. (Springfield) Inters. 1965
Sec., McKenzie Hwy. (Grad., Pav.
#6587 & Traffic Sig.)

CHA
2733
2743

RECEIVED
JUN 20 1966
FOR FILING

20-1131

6587

June 20, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed April 20, 1966, on Contract No. 6587. The contract was with Wildish Construction Co. and was for grading, paving, and traffic signals on the 25th Street (Springfield) Intersection of the McKenzie Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 20, 1966, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
JUN 21 1966
FOR FILING

20-1131

6587

June 20, 1966

United Pacific Insurance Co.
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6587 awarded to Wildish Construction Company for grading, paving, and traffic signals on the 28th Street (Springfield) Intersection of the Mckenzie Highway in Lane County was completed on April 20, 1966, and accepted by the Highway Commission on June 20, 1966.

Final payment in the amount of $5,657.75 will be released to the contractor after June 27, 1966. The total contract amount is $64,799.78 including $139.59 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Wildish Construction Company
P. O. Box 1106
Eugene, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUN 27 1966
FOR FILING

20-1131

6587

June 3, 1966

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon

#5

Gentlemen:

The State Highway Commission at its meeting on June 2 considered your request for an extension of time on Contract No. 6587 on 28th Street in Springfield on the McKenzie Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request by extending the completion date to April 20, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc L. R. Chandler
A. W. Bates
L. H. Young
F. D. Morgan
C. H. Maleen

RECEIVED
MAY 26 1966
FOR FILING
20-1131
6241

May 25, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 5
June 2, 1966 meeting

Gentlemen:

Wildish Construction Company, contractor on the 28th Street (Springfield) Section of the McKenzie Highway in Lane County, Contract No. 6587, requests an extension of the specified completion date from September 1, 1965 to April 20, 1966. The contractor's request is based on a delay between the date of award and the date he was notified he could commence work, a delay caused by conflicts with utility poles in the work area, a "stop work" order and a delay caused by noncompletion of railroad work.

The delay between date of award and the date the contract was mailed amounts to eight days. This is within the time allowed by the specifications and no additional time is justified. The delay in connection with utility relocations cannot be considered as a justifiable reason since only three poles were in the area and other work areas were always available.

The contractor's progress and scheduling were greatly affected by a delay in adjustment of railroad track and signal facilities within the limits of the project. This work had to be done by the Railroad before the contractor could complete all the highway reconstruction. By September 15, 1965, the contractor had completed all work in the available areas and a "stop work" order was issued on that date because of the noncompletion of the railroad work. This order was rescinded March 3, 1966. From March 3 to April 20, 1966, when the project was completed,

the contractor's progress was controlled by the railroad work that was being performed intermittently. Because of the influence of this railroad delay and the "stop work" order, all of the time from the specified completion date of September 1, 1965 until April 20, 1966, is justified for extension.

I recommend that the specified completion date be advanced to April 20, 1966. This will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. R. Chandler

JB:DES:nh bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6587 Contractor Wildish Construction Company

Highway McKenzie

Section 28th. St. (Springfield) Intersection

Kind of Work Grading, Paving and Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

All of the time covered by "stop work" order from September 15, 1965 to March 3, 1966 and due to a conflict with railroad work, all of the time between March 3 and April 20, 1966 is justified.

Recommended for Approval:

Jay B. Byrd
Assistant Division Engineer

John L. Bond
for Construction Engineer or Bridge Engineer

M. Kahoe
Assistant State Highway Engineer

State Printing 37969

Contract No.	6587
Project designation	State (State-Federal)
Date awarded	May 20, 1965
Work started	June 2, 1965
Per cent completed	100 April 20, 1966 (Date)
Completion Date ~~No. of Workdays Allowed~~	Sept. 1, 1965
Completed ~~No. of Workdays Used~~	April 20, 1966
Req. Ext. To April 6, 1966	

E—320 (Rev.)—8M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 18., 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~from~~ until ~~April~~ 20, '66~~days~~ within which to complete our Contract No. 6587, without the assessment of liquidated damages. The said contract is described as follows:
28th Street (Springfield) Intersection

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: May 20 to June 10 (20days) Date contract awarded to date of permission to proceed.
June 10 to August 10 (62 days) date of permission to proceed to date power poles were removed from work area.
September 15, Stop work order. Remainder of work to be completed is within Railroad right of way. This work would have been completed by completion date if permission to work on Railroad right of way had been granted within a reasonable time after the award of the contract

Respectfully submitted,

Wildish Construction Co.
Contractor

By J. Wildish

CONSENT OF SURETY

Date April 18th, 1966

We, United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Darwin K. Allison
Attorney-in-fact

(SEAL)

Darwin K. Allison
Resident Agent

FORM E-20 80M 2-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20,1966

SUBJECT: Extension of Time
28th St. (Springfield) Intersection
McKenzie Highway
Contract No. 6587

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

In accordance with our recent conversation we submit herewith a revised draft of a letter to the Commission recommending contract time extension to delete all penalty on this project. This is because the great delay in getting the railroad work done prevented good scheduling and performance on the contract.

We find that other requirements for final project acceptance are still pending so there is no necessity to get telephone approval of this extension now.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:nh

Attach.

cc: L. H. Young
L. R. Chandler

NOTED F.B. KLABOE

RECEIVED
MAY 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 90M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1966

SUBJECT: Extension of Time
28th Street (Springfield) Intersection
McKenzie Highway
Contract No. 6587

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a request from Wildish Construction Company, contractor on the subject contract for an extension of the specified completion date from September 1, 1965 to April 20, 1966 without the assessment of liquidated damages. The contractor's request is based on a delay between the date of award and the date he was notified he could commence work, a delay caused by failure to remove power poles from the work area, a stop work order and a delay caused by non-completion of railroad work.

Bids were received on this project on May 19, 1965. The contract was awarded May 20 and the contract forms were mailed to the contractor on May 27, 1965. This is well within the time limitation allowed by the specifications. The contractor started work June 2, 1965. The contractor has cited 62 days between June 10 and August 10 as a delay incurred because of a conflict with power poles in the work area. An examination of the work done by the contractor indicates that the removal of these power poles did not adversely affect the contractor's operations. Two poles in the work area were moved July 13, 1965. These were at the end of the "A" line (28th Street connection) and clear of the main project. One remaining pole was moved on August 10, 1965. This pole was in shoulder area, but other work areas were available. A "stop work" order was issued on September 15, 1965 because of the non-completion of railroad work. This order was rescinded on March 3, 1966. All of the time covered by the "stop work" order should be granted. From March 3 until April 20 when the project was completed the contractor's work was controlled by the railroad work that was in progress intermittently. The railroad finished raising tracks on April 18 and the contractor paved there the next day and completed the project April 20. We believe the work accomplished this year would have been done before the "stop work" date if the railroad had been out of the way.

In summary, the "stop work" order time and the time during the spring of 1966 are allowable for an extension. From the specified completion date of September 1, 1965 until the "Shut down" order was issued on September 15, the contractor had work available which was not hindered by the railroad work and these 14 days should be assessed as penalty days. Paving of approaches and most of the signal work was done in this penalty time period. We recommend that the specified completion date be extended to April 6, 1966. This will reduce the liquidated damages to $1,050.00 based on the 14 calendar days mentioned above. This is a State project.

We request that verbal Commission approval be secured to avoid retention of an excessive penalty amount and delay in payment to the contractor.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

DES:nh:JAB:bjm
Attachments

cc: L. H. Young

RECEIVED
MAY 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 28th. St. Intersection (Springfield)		WEEK ENDING: May 6, 1966
		SECTION PREFIX: 20-1131-900
HIGHWAY: McKenzie		COUNTY: Lane
NAME OF JOB: 28th. St. Intersection (Springfield)	KIND OF WORK: Grading, Paving & Traffic Signals	
CONTRACTOR: Wildish Construction Company	CONTRACT NUMBER: 6587	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 20, 1965	DATE WORK STARTED: June 2, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS: N/A SPECIFIED CALENDAR DAYS: N/A	WORK DAYS USED: N/A CALENDAR DAYS USED: N/A
	SPECIFIED COMPLETION DATE: Sept. 1, 1965	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 93,533		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 86,882	ENGINEERING AUTHORIZATION: $ 6,651	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 86,951	ENGINEERING COST TO DATE: $ 8,781	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 1 %	PERCENT OF AUTHORIZATION: 132 %	DATE PROJECT WAS COMPLETED: April 20, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traffic Signals	Paving
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.33	0.33			0.33
MILES PARTIALLY COMPLETED	0.33	0.33			0.33
MILES COMPLETED	0.33	0.33			0.33
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,920	4,880			1,770
TOTAL QUANTITIES CORRECTED TO DATE	3,500	4,775			1,454
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,500	4,775			1,454
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This is the final weekly report. The semi-final is being shipped today.

SIGNED Alfred W. Batty LOCATION Springfield, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
AUG 31 1965
FOR FILING

20-1131

6582

August 26, 1965

Mr. Don Herrell
Credit Manager
Tire Center
2650 Main Street
Springfield, Oregon

Dear Mr. Herrell:

We recently received undated letters from you concerning the construction work being performed at the 28th Street intersection in Springfield on the Nolumain Highway.

You have alleged that you lost a substantial amount of business as a result of the street being torn up for over three weeks. We have had this matter investigated by our Division 3 engineering personnel and they report that at no time has your access been closed for other than very short periods of time. Admittedly, it is inconvenient to your customers to have to use a rock grade rather than a paved surface to enter your premises. However, our people have contacted you repeatedly as to the work being performed and have often requested your advice on the rotation of the openings you wished to keep in service.

As far as having a representative of the Highway Department examine your sales records, we see no constructive accomplishment from such an action.

We have tried to perform our work in a manner that would be least damaging to your business, and we believe that we have been reasonably successful in this effort. By the time this letter reaches you, the job should be substantially completed and your inconvenience ended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Kleber
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. R. Chandler
Mr. A. W. Bates

FSK:ezb

FORM E-90 5OM 3-65 SP*8470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Impaired Access at the Tire Center
2650 Main Street
City of Springfield
Contract No. 6587

Attached is a sketch map and also copies of reports from Assistant Division Engineer Jay Boyd and Resident Engineer Alfred Bates regarding the chronological sequence of work on the accesses of the Tire Center on the subject project.

By telephone and also letter the Division was asked to investigate the access problem and take steps to alleviate same as soon as possible. The Division advised they were aware of the situation and would talk again to the Tire Center people, as well as take steps to expedite the contractor's construction work, as much as possible. They also advise that at no time has access been closed, although at short periods it has been impeded.

F. D. Morgan
Construction Engineer

By John H. Walker

John H. Walker
Assistant Construction Engineer

JHW:bjm
Attachments
cc: L. R. Chandler

map returned to Construction 8-26-65

RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

10 Aug 65
Corvallis, Oregon

To: L. L. CHRISTMAN
Division Engineer
P.O. Box 1130
Roseburg, Oregon

SUBJECT: Report on Tire Center Complain t

27th St. (Springfield) Intersection
Pacific Highway
Contract No. 6567
7A-1
Prefix No. 20-1131-900

Following is a chronological report on Construction activities in front of the Tire Center store on the left of centerline between station 116+50 and station 119+50.

Before the job was started Mr. Richard Schwank (manager) was contacted and he designated the location where he wanted his ap roaches constructed. Mr. Schwank wants one fifty foot approach and a variance was obtained from the City of Springfield for this approach.

Work started July 12, 1965. The contractor excavated from station 116+50 to station 116+50 and a road ap roach was constructed of stone subbase. Thirty-four yards of material was used. No record of the width of the ap roac was made.

July 13, 1965

The contractor excavated from station 116+50 to station 119+50 and a road approach was constructed of stone subbase. Sixty seven yards of material was used. No record of the width of the approach was made.

July 23, 1965

Hauled stone subbase. Removed stone subbase approach at station 117+10 and replaced it with 1½"-0 ap roach. Thirty-six yards of material used in ap roach.

July 26, 1965

1½"-0 was hauled and placed from 116+90 left to 119+00 left. Temporary ap roach built of stone subbase at 116+50 left was knocked down to grade and ap roach replaced with 1½"-0 crushed rock.

July 27, 1965

Processing and finishing 1½"-0. Road approach at 117+10 was replaced with 3/4"-0 material.

July 28, 1965

Processing and finishing 1½"-0. Road approach at station 116+50 was replaced /// with 3/4"-0.

continued from page 1

July 29, 1965

Mr. Stubert (curb subcontractor) and I talked to Mr. Schmunk, explaining to him that during the construction of curbs we would need to retain openings to his business and asked him how he wished this done. He wanted openings left between station 117+23 and 117+52 and between station 116+24 and 116+04.

August 4, 1965

The contractor poured curbs in front of the Tire Center. Temporary ap roaches were left between stations 117+23 and station 117+52 and between station 116+24 and station 116+04.

August 11, 1965

Approach at station 117+03 opened to traffic over curb. Curb poured between station 117+43 and 117+[illegible].

August 12, 1965

Poured curb between stations 117+23 to station 117+ 43.

August 16, 1965

Approach at station 119+13 was made operational to replace approach at 116+50. Made with 3/4"-0 crushed rock.

August 17, 1965

Approach at station 117+72 opened over curb. 3/4"-0 is used to carry traffic over the curb at station 117+03 and station 117+72.

Poured curb between stations 116+24 and 116+04.

The above information was obtained from the job diary, material receipt books, record of concrete[illegible] pours and resident engineers diary.

Alfred L. Bailey

... B.P.R.S
Resident Engineer
Springfield, Oregon

ALB:cj

Tire Center

DICK SCHMUNK, PROPRIETOR

2650 MAIN STREET — SPRINGFIELD, OREGON
TELEPHONE 746-1604

1272

AUG 13 65

DON HORRELL
2650 MAIN ST.
SPRINGFIELD, OREGON

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

CHIEF ENGINEER
HIWAY DEPARTMENT
STATE HIWAY BUILDING

DEAR SIRS:

We have lost a substantial amount of business due to hiway construction in front of our place of business. The street has been torn up for over three weeks as of this date and the job is no where near completion.

We want to contact a representative of the highway department who could examine our sales records and see the abnormal drop this construction has caused.

If the office of the Chief Engineer has no jurisdiction in this matter could you send us the name of a person to contact about this matter

THANK YOU
Don Horrell

DH: prs

DON HORRELL
Credit Manager

RECEIVED
AUG 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 13 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 16 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

20-1131

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 12, 1965

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: Power Line Adjustment
28th Street (Springfield) Section
McKenzie Highway - Lane County
Contract No. 6587 State Project
YOUR FILE: PD-9-OR-26

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of July 1, 1965, have been approved by the State. You are hereby authorized to proceed with this work as of July 9, 1965.

We agree, under the circumstances described in the above-mentioned letter, a lump sum billing for the reimbursable work only is the most practical.

Reimbursement for work performed subsequent to July 9, 1965 in the amount of $852.64 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
L. R. Chandler
A. W. Bates
D. J. Sage
J. E. Holcomb

NOTED
F. B. KLABOE

RECEIVED
JUL 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 7 - 1965
FOR FILING

D - 113/
1 - 11

38

June 4, 1965

Mr. Frank R. Smiley
City Manager
City of Springfield
Springfield, Oregon 97477

Dear Mr. Smiley:

Reference is made to your letter of May 10 concerning five items on the 28th and Main Street, McKenzie Highway project. The following information has been received from the Division Engineer at Roseburg:

1. The curb cuts will be constructed to City standards excepting two which will carry considerable truck traffic. Sketches have been prepared and presented to the City Engineer for his consideration. If he concurs in our opinion they will be widened and the City will issue a variance. If the City does not issue a variance, they will be constructed to City standards.

2. A six inch drain is adequate and will be installed as per the plans.

3. The storm drainage east of the railroad tracks can be carried east to a City of Springfield storm sewer canal and we will plan for this.

4. We have checked with our contractor and he will sign a price agreement canceling C and C-1 inlets and substituting additional CB-1 inlets.

5. We believe that there are presently enough catch basins behind the curb line to take care of the drainage on this project but if there are not, more will be added.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Kiskee
Assistant State Highway Engineer

JEM:rw srb

cc: Mr. Forrest Cooper; Mr. R. L. Porter
Mr. F. D. Morgan Mr. H. S. Cox

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

OFFICE OF THE
CITY MANAGER

(254)

May 10, 1965

REFERRED TO
[illegible]
BY DEPT. OF STATE HIGHWAYS
See me please -- Morgan

Mr. Forrest Cooper, Engineer
State Highway Department
Salem, Oregon 97310

Re: Construction Plans 8V - 229
Proposed Improvement of 28th and
Main Street in Springfield

Dear Mr. Cooper:

The City Engineer, in reviewing plans recently provided for him concerning the signalization and roadway improvements of the 28th and Main Street intersection, has pointed out the following items which should be brought to the attention of your department:

1. Sheet 1 of the above mentioned plans shows curb cuts of 22', 28', 36', and 48' in length for abutting businesses. Our local ordinance limits curb cuts in commercial areas to a maximum of 30' unless specific approval is received from the City Council and limits properties of less than 60' frontages to only one curb cut.

2. Sheet 2 of the plans indicates a 6" storm sewer on both sides of 28th Street as it enters Main Street from the south. Our minimum size for storm drains is 8", and we would suggest that the storm sewers be at least this size.

3. The storm drainage east of the railroad tracks at approximately station 125 is shown flowing west. Storm sewers west of station 125 are presently overloaded, and we propose that the drainage from station 125 be made to flow east and picked up by the drainage ditch flowing north at 31st Street. As a matter of fact, we have plugged the drains underneath the railroad track to force all storm water to flow back to 31st Street in order that it might eventually be picked up by the Q Street Floodway ditch.

4. Reference is made to drawing number 2105 where you show inlets type G, G-1, and GB-2. These are apparently drop inlets rather than catch basins, and as we have indicated to your people before, we incur considerable problems in maintaining our storm sewer system if we provide drop inlets. We urge that catch basins be provided to furnish this protection to the storm drainage system.

[illegible]

5. Also as we have indicated in discussions previously, we are quite concerned about the drainage provisions back of the curb lines when the roadway is widened and remains at an elevation considerably above the abutting properties. Since we are somewhat committed to the existing elevations of the highway roadbed, we can only urge that you provide adequate drainage for the abutting properties at points well behind the curb and gutter line.

Very truly yours,

Frank Smiley

Frank R. Smiley
City Manager

FRS:mp

RECEIVED
MAY 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OFFICE OF
STATE HIGHWAY COMMISSION

RECEIVED
MAY 24 1965

COMMISSIONERS
FORREST L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

20-1131
6517

May 21, 1965

Ellicich Construction Company
P. O. Box 1106
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 20, 1965, awarded to you State Highway Contract No. 6517 for the following project:

0.30 mi. of grading, paving, and traffic signals on 28th Street (Springfield) Intersection Section of the Pacific Highway in Springfield in Lane County.

This award was based on your bid of $61,140.90 which was submitted to the Commission on May 18, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc Frank Harjan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
APR 20 1965
FOR FILING

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

OFFICE OF THE
CITY MANAGER

April 13, 1965

Mr. L. E. George
Assistant Traffic Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. George:

In reply to your letter of April 5 regarding the proposed traffic signal installation at the intersection of Main Street and 28th Street, the City Council has discussed this matter at an informal work session and also at their regular Council meeting this past Monday night.

The decision of the City Council was to request that the State Highway Department install a span wire installation at this intersection. From the comments made by the Councilmen, I believe that the consideration was not principally a matter of cost but rather one of appearance and the precedent that such an installation would set for future traffic signal installations.

We appreciate the Department's consideration in this matter, and trust that the foregoing will expedite the early completion of this signalization and intersection construction project.

Very truly yours,

Frank Smiley

Frank R. Smiley
City Manager

FRS:mp
mc Tom Edwards

RECEIVED
APR 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
APR 14 1965
TRAFFIC ENGINEERING

NOTED
L. E. GEORGE

FORM E-123
RECEIVED
RAILROAD FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. TRIBLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

20-21131

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 5, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Mr. Frank R. Smiley
City Manager
City Hall
Springfield, Oregon

Dear Mr. Smiley:

Recently a representative of this office contacted you in regard to the details of the proposed traffic signal installation at the intersection of Main Street and 28th Street in Springfield.

Of particular interest was the City's choice in regard to the manner of suspending signal heads over Main Street. Because of the street width and the existence of left-turn lanes after the reconstruction is completed, mast arms cannot be used at this location. It would be necessary to either use a signal bridge or span wire suspension. You have asked that we furnish you with a rough sketch of a signal bridge such as would be used at this location, and a comparison of the costs using the two methods of suspension.

There is enclosed a print showing a signal bridge such as would be used at this point. The installation using the signal bridge is estimated to cost $19,500. The estimated cost of a span wire installation is $16,000. In both instances a mast arm would be used to support the signal head directed to traffic entering from the north while the signal head directed to traffic entering from the south would be attached to the pole, as shown in the sketch.

Your early decision as to whether the City prefers the signal bridge or span wire suspension would be appreciated.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by L. E. George
L. E. George
Assistant Traffic Engineer

NOTED
TOM EDWARDS

RECEIVED
APR 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Enclosures
mc: Tom Edwards

RECEIVED
JAN 14 1965
FOR FILING

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

NOTED
DON HARWELL

OFFICE OF THE
CITY MANAGER

January 11, 1965

Mr. H. S. Cox, Engineer
County and City Division
State Highway Department
Salem, Oregon

Dear Mr. Cox:

In a letter dated January 7 from Don Harwell, we were requested to review a proposed change in the alignment for the 28th and Main Street intersection.

Please consider this letter as approval of the proposed changes. Your copy of the sketch is enclosed with this letter.

Very truly yours,

Frank R. Smiley
City Manager

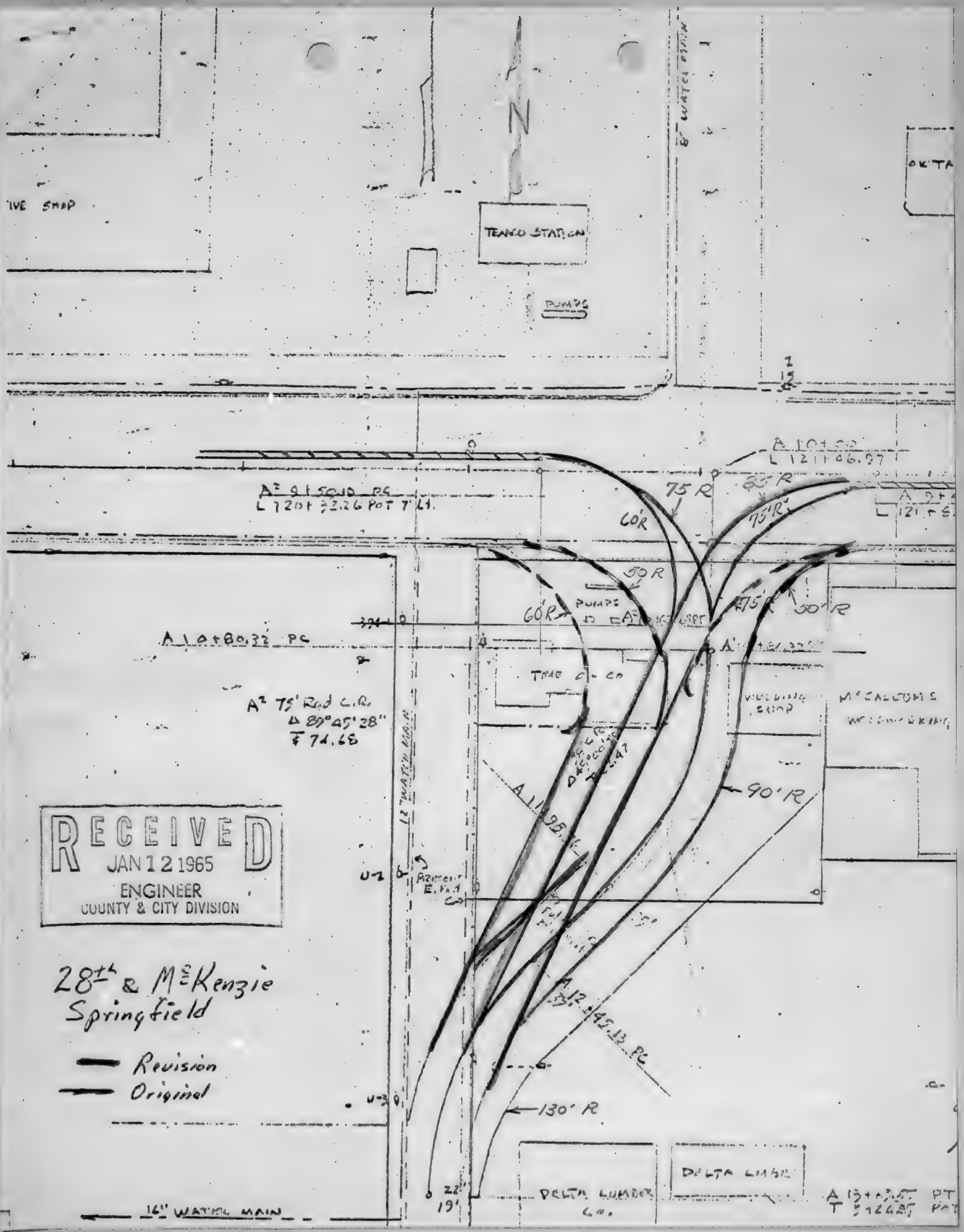
FRS:mp

Enclosure

RECEIVED
JAN 12 1965
ENGINEER
COUNTY & CITY DIVISION

cc Shaw
Morgan

Copies to Barker
F Hall
1-14-65



RECEIVED
JAN 12 1965
ENGINEER
COUNTY & CITY DIVISION

28th & McKenzie
Springfield

Revision
Original

RECEIVED
DEC 21 1964
FOR FILING

December 21, 1964

Oregon State Highway Commission

Survey Road
293

Gentlemen:

The survey on the 28th Street Connection (Springfield) Section of the McKenzie Highway in Lane County has been completed. The opportunity for a public hearing was given but was waived.

This project is for .32 of a mile widening of the McKenzie Highway for four lanes and the revision of the existing 28th Street Connection with the installation of traffic signals. I am enclosing a map for your information.

You approved on July 14, 1964, an agreement with the City of Springfield whereby it is to pay 25 percent of the cost of right-of-way and construction and 50 percent of the cost of the signals. Estimated cost of this project is $128,000 with the City to reimburse the State an estimated amount of $37,000, leaving an estimated cost balance of $91,000 to be financed with State funds.

I recommend your approval of this survey and authority to purchase the necessary rights-of-way. This matter will be on the agenda at the January 26, 1964 meeting.

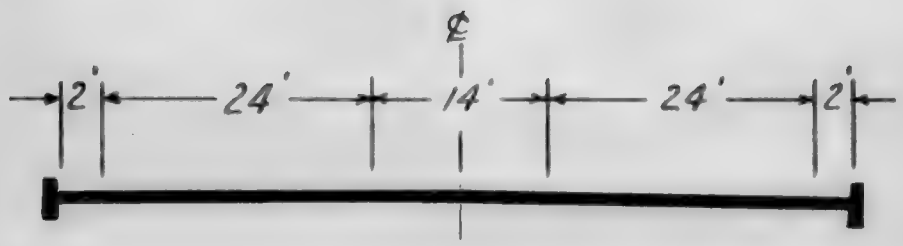
Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Maison
W. T. Wright
L. R. Chandler

DJB:ra bjs



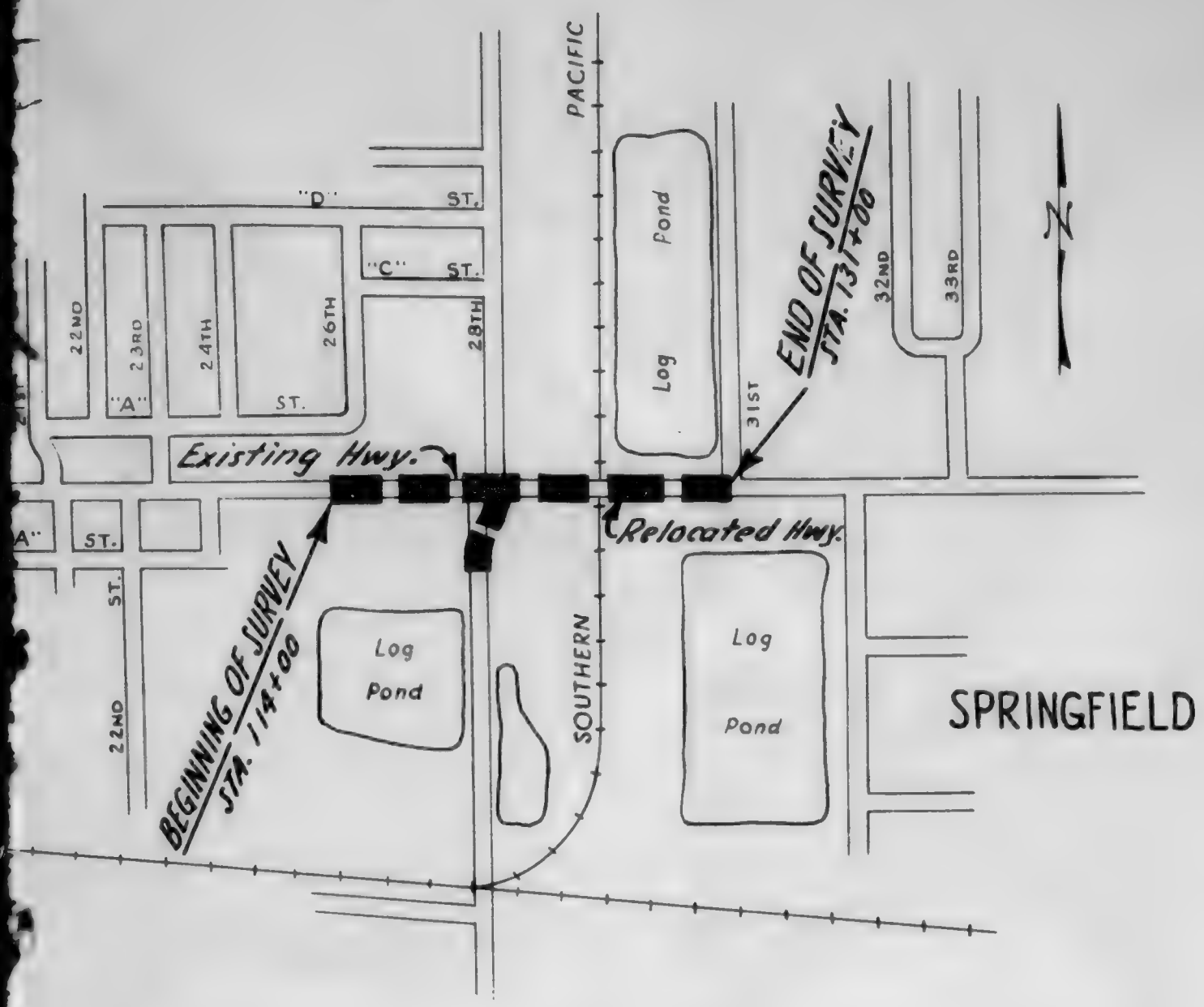
TYPICAL SECTION

PUBLIC HEARING
SYSTEM ACTION
COUNTY
STATE H
BUREAU
THROUGHWAY RES
ACCESS CONTROL

APPROVED:

0.32 Mi.

DRG. NO.



PUBLIC HEARING	Waived
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Limited

APPROVED: DEC 17 1964, 19

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

28TH ST. CONNECTION (SPRINGFIELD) SEC.

McKENZIE HIGHWAY

LANE COUNTY

DRG. NO. 1R-4-100

SCALE: 1"=800' | DATE: Dec., 1964

FOR DETAILS SEE DRG. NO.

RECEIVED
AUG 13 1964
FOR FILING

August 12, 1964

Hon. D.J. Rogers
Mayor of Springfield
City Hall
Springfield, Oregon

Dear Sir:

As you know the City of Springfield and the Oregon State Highway Commission have reached an agreement to acquire right-of-way and construct the 28th Street and Main Street section of the McKenzie Highway in Springfield.

This project will be a joint venture in cooperation with each other with cost of said project to be shared on the basis of 25% City and 75% State.

ORS 373.015 states as follows:

"Before the State Highway Commission acquires within any incorporated city any new rights of way, or relocates or abandons any existing state highway within any incorporated city, the secretary of the commission shall by letter notify the mayor of such city of the action contemplated by the Commission, and if any remonstrances or objections thereto are made by the mayor or the council of such city within 10 days after receipt of such letter, the commission, or its designated representative, shall hold a public hearing at the city hall in such city, after having first given written notice thereof to the mayor at least 10 days prior thereto, and, at such public hearing, persons who favor or oppose the contemplated action shall be given an opportunity to be heard.

Please advise within 10 days whether you or the City Council wish a public hearing.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ/DNH/VDW:hlb;rn

cc - Frank R. Smiley
Forrest Cooper
R.L. Porter
Lloyd P. Shaw
P.M. Stephenson
Tom Edwards
Victor D. Wolfe
J.D. Morgan
Walter T. Wright
M.S. Cox

RECEIVED
AUG 17 1964
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No.

2n-1131
65 87

Salem, Oregon
July 23, 1964

Agenda Item 4-k

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Cooperative Construction Agreement
Main St. and 28th St. Section
McKenzie Highway No. 15
City of Springfield

Attached is a conformed copy of a cooperative construction agreem ent with the City of Springfield covering the above-named subject.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Springfield.

Secretary

rm
Attach: 1

RECEIVED
AUG 17 1964

FOR FILING
DC 1131
6581

MISC. CONTRACTS AND
AGREEMENTS No. 3419

Salem, Oregon
July 23, 1964

Agenda Item 4-j
Traffic Signal Agreement
McKenzie Highway #15
(Main St. and 28th St.)
City of Springfield

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a conformed copy of an agreement with the City of Springfield covering the above-named subject.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Springfield.

Secretary

rn
Attach: 1

RECEIVED
JUL 9 1964
FOR FILING

21-1131
125-R71

July 9, 1964

Oregon State Highway Commission

Gentlemen:

Please refer to my letter of July 3 concerning an agreement with the City of Springfield covering the installation of traffic signals at 28th Street and McKenzie Highway.

The agreement was to finance the project on a 50-50 basis and the estimated total cost was $16,000. It has been determined that the cost will be approximately $20,000 and this amount has been agreed to by the City. The cover letter only is in error. Please use the revised figure in your consideration of the agreement.

This matter will appear on the agenda for the July 14 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Quary
R. L. Porter
Tom Edwards
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox
F. B. Crandall
C. H. Matson

LPS:ajw bbc

FORM E-125X 50M, 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 3, 1964

AGENDA
JUL 14 1964
HL

Oregon State Highway Commission

Gentlemen:

At the intersection of the McKenzie Highway and 28th Street in the city of Springfield a hazardous and congested traffic situation has developed. This is caused by a considerable number of left-turn movements, by log trucks, and by a general buildup of traffic in the overall area.

To alleviate the situation, the City of Springfield has requested a 75 per cent State-25 per cent City cooperative project. The total cost of the project, including right-of-way, has been estimated to be $108,000. The work consists primarily of removing a jog at 28th Street as it crosses the McKenzie Highway and acquiring the right-of-way therefor. An agreement to formalize this project will be presented for your consideration at the July 14 meeting. This section will also require signalization, which is being handled by a separate agreement at this meeting.

Without making any formal commitment as to a construction date, it will be highly desirable to acquire the right-of-way at this time, which will involve an expenditure of approximately $62,000.

I recommend that the agreement have your favorable consideration and that you authorize the Secretary to sign in your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query ✓
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox
C. H. Maison

(A)
2 COPIES TO BE SIGNED
By Secretary

NOTED
FLOYD QUERY
M

1 copy with Lease

RECEIVED
JUL 6 1964
FOR FILING

2c - 1131

6589

July 3, 1964

Oregon State Highway Commission

Gentlemen:

An agreement with the City of Springfield providing for installation of a traffic signal at the intersection of the McKenzie Highway and 28th Street in Springfield will be presented at the July 14 Commission meeting.

The agreement provides that the State award all contracts and supervise construction; the actual total cost of the project to be shared equally by the State and City. The estimated cost of the project is $16,000.

Upon completion of the project, the City shall maintain the traffic signals and pay for all electrical energy consumed.

Your approval is recommended and authorization for the Secretary to sign the agreement for and on behalf of the Commission is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Tom Edwards
Victor D. Wolfe
F. B. Crandall
H. S. Cox
C. H. Maison

LPS:ajw bbc

RECEIVED
FORM S-1004 (REV. 1-63)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

D. 11,311

6847

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 11, 1964

Mr. Frank R. Smiley
City Manager
City Hall
Springfield, Oregon

Dear Mr. Smiley:

We have received City of Springfield's Warrant #10904 for $30,000 representing the City's third and final payment for the construction of the 2nd and 3rd Streets couplet (Springfield Highway) as provided by agreement of 12/28/60, supplemented by agreement of 11/22/63. This deposit also covers City's participation in costs of the proposed traffic signal installation at the intersections of 2nd and 3rd Streets with Centennial Avenue.

As discussed previously, when final costs are available for the above projects, any refund due Springfield will be applied toward City's share in the cost of the proposed project on the McKenzie Highway (Main Street at 28th).

We have also received Warrant #10911 in the amount of $20,000 as the City's advance deposit for the proppsed project on the McKenzie Highway (Main Street at 28th), to be applied to costs of right-of-way acquisition, construction, and traffic signal installation, as per the agreements which accompanied the warrants and which will be presented to the Highway Commission for approval at the June meeting.

Thank you for your cooperation and interest in these matters.

VerY truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox by DHH
County and City Division Engineer

DNH:mm
cc: Forrest Cooper
R. L. Porter
L. P. Shaw
C. H. Maison
V. D. Wolfe
L. H. Wong

FORM E-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1964

To: Mr. C. H. Maison
O F F I C E

Attention: Mr. John Herr

SUBJECT: Construction Deposits
City of Springfield
Warrants 10904 and 10911

The attached warrant 10904 in the amount of $30,000 is to cover final payment on construction project on the Springfield Highway, Q Street-McKenzie Highway Section, i.e., 2nd and 3rd Streets couplet. This final payment makes a total of $80,000 forwarded to date, with $20,000 paid on 6/14/62 and $30,000 paid 7/15/63. The contract project for this section of highway was awarded on 11/7/63 as Contract #6353, and the signalization of said section was awarded 6/1/64 as Contract #6440.

Please note that any overpayment by City above the actual final total cost shall be applied towards the cost of the proposed project on the McKenzie Highway (Main Street at 28th Street).

Also attached is warrant 10911 from the city in the amount of $20,000 to cover city's advance deposit required for the proposed project on the McKenzie Highway (Main Street at 28th Street). Items to be covered include cost of right-of-way acquisition, construction, and traffic signal installation.

H. S. Cox
County and City Engineer

By

Don Harwell
Don Harwell
Office Engineer

DNH:mm
Att: 2 warrants

cc: Forrest Cooper
R. L. Porter
L. P. Shaw
L. H. Young

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

OFFICE OF THE
CITY MANAGER

June 9, 1964

Springfield Hwy #228

NOTED
DON HARWELL

Mr. Forrest Cooper, Engineer
State Highway Department
Salem, Oregon

Warrant # 10904

Regarding 2nd and 3rd Street Couplet

Dear Mr. Cooper:

Attached to this letter is a check in the amount of $30,000 representing our third and final payment for the city's share in the construction of the 2nd-3rd Street couplet in Springfield.

This payment brings our total contribution to $80,000, and it is our understanding that any surplus after construction is completed will be applied towards the signalization of 2nd and 3rd at Centennial Boulevard. Our last estimates on this cost from your office indicates that there might be still some of the $80,000 amount remaining after the signalization is completed. It is our intent that this be applied to the planned construction of the intersection at 28th and Main Street since the City of Springfield is also providing funds for this improvement.

I should like again to express our sincere appreciation for the cooperation received from the State Highway Department for this and other projects which have been undertaken jointly by the city and the state. We are most happy to continue working with you in this area.

Very truly yours,

Frank R. Smiley

Frank R. Smiley
City Manager

FRS:mp

Attachment

RECEIVED
JUN 10 1964
ENGINEER
COUNTY & CITY DIVISION

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

OFFICE OF THE
CITY MANAGER

June 8, 1964

McKenzie Hwy #15 NOTED
DON HARWELL

Warrant # 10911

Mr. Forrest Cooper, Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Attached with this letter are the signed agreements for construction and signalization of the intersection at 28th and Main Street in Springfield, two executed copies of the resolution authorizing the agreement, and a check in the amount of $20,000.

The $20,000 payment represents our first deposit toward the $35,000 which has been estimated by your office to be the city's share in this improvement project.

We are indeed pleased to see this progress and trust that every effort will be made to begin construction during this calendar year. If we can assist in any way in the execution of the project, I hope you will not hesitate to contact us.

Very truly yours,

Frank R. Smiley

Frank R. Smiley
City Manager

FRS:mp

Enclosures

RECEIVED
JUN 10 1964
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUN 9 - 1964
FOR FILING

6564

Prefix No. 20-1475

LOCATION PROSPECTUS
McKENZIE HIGHWAY - 28TH STREET SECTION
McKENZIE HIGHWAY
LANE COUNTY

HIGHWAY: McKenzie, State Primary No. 15, Federal-aid Primary No. 5.

TERMINI: The westerly end is approximately 1,200 feet west of the Southern Pacific Railroad Branch Line crossing at M.P. 3.52. The easterly end is approximately 800 feet east of said railroad crossing.

LENGTH: 0.38 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for widening and channelization of the McKenzie Highway at the intersection of 28th Street in Springfield. Twenty-eighth Street south of the highway will be realigned to provide a safer crossing. Routine soils investigations will be conducted. An economic analysis is not needed. Informal reconnaissance investigations have been made. This is a cooperative project covered by an agreement with the City of Springfield.

CHARACTERISTICS: The 1962 ADT west of 28th Street is 15,200; east of 28th Street 14,650. The ADT north on 28th Street is 2,500 and south 1,150.

STANDARDS: Class "A(4)", tangent section, little or no change in vertical alignment. Deviations from State or AASHO standards are not anticipated.

TYPICAL SECTION: Two 24-foot travel ways separated by a 14-foot channelized median. Curbs with 2-foot shy distance will be provided throughout.

BRIDGE: There will be no structures or major stream crossings.

ACCESS: Direct to pavement, limited as to location, width and unrestricted as to land use.

BASE: The tentative base design for construction is:

Paving	1-1/2"	A.C. Final
	3-1/2"	AC Immediate
Top Course Base	2 "	Leveling
Bottom Course Base	16 "	Coarse Base
Total Depth	23 "	

NOTED
FORREST COOPER

MATERIAL SOURCE: Local commercial.

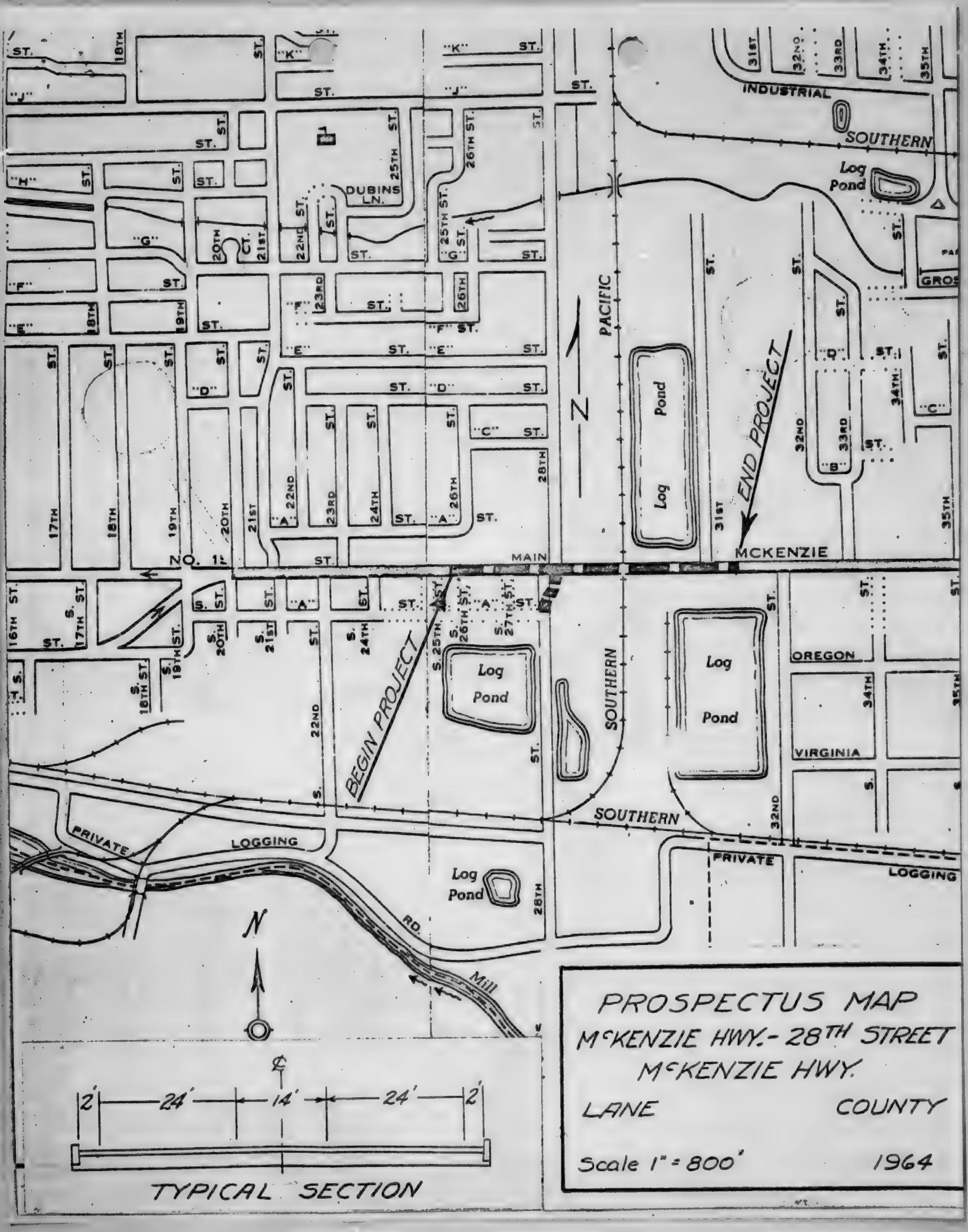
ADDITIONAL FACILITIES: Grade crossing of the Wendling Branch of the Southern Pacific Company Railroad. Routine utility adjustments for power, water and sewer.

AGREEMENTS: Required with the City of Springfield.

PARKS: None affected.

June 5, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
JUN 5 1964
OFFICE OF
STATE HIGHWAY ENGINEER



PROSPECTUS MAP

McKENZIE HWY.- 28TH STREET

McKENZIE HWY.

LANE COUNTY

Scale 1" = 800'

1964

RECEIVED
MAR 18 1964
FOR FILING

DO-1131
1
6581

March 17, 1964

Mr. Frank R. Bailey
City Manager
City of Springfield
Springfield, Oregon

Re: Intersection at 28th
and Main Streets
Springfield

Dear Mr. Bailey:

In your letter of February 27, you request a participating project at 28th and Main Street in Springfield and suggest payment of $20,000 prior to June 30 of this year, the remainder to be provided from your next fiscal year operating budget.

It is our desire that the project be undertaken as soon as possible, but, at this time, no definite commitment can be made. To the end that your fiscal matters be scheduled as you have outlined and that the Highway Commission be permitted to consider this matter, Mr. Cox will contact you to discuss a project agreement.

You may be assured that this will be recommended for favorable consideration, subject to availability of funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe
Lloyd P. Shaw
H. S. Cox

LPS:ajw bbc

County 46,000
519 16,000
Z/o 62,000
$124,000

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

OFFICE OF THE
CITY MANAGER

February 27, 1964

Mr. Forrest Cooper, Engineer
State Highway Department
Salem, Oregon

Re: Intersection at 28th and Main
Streets in Springfield

Dear Mr. Cooper:

During a visit earlier this month to your office, we discussed the various approaches to completing and improving the intersection alignment and signalization at 28th and Main Street in Springfield. You will recall that I indicated the possibility of the city making some advance payment to the State Highway Department out of this fiscal year's budget and completing our obligations within the fiscal year 64-65.

Porter

In reviewing our present budget situation, it appears that we could make a payment to the State Highway Department prior to June 30 of some $20,000. Based on our previous estimates from your office, this would leave us approximately $15,000 which could easily be provided in our operating budget any time after July 1, 1964.

The purpose of this letter is to request that you develop an agreement similar to the one which we now have in effect for the construction of 2nd-3rd Street whereby the city could participate to the extent agreed earlier, that is, one-half the cost of the signalization and one-fourth the cost of construction and right of way. The city would provide approximately $20,000 before July 1st of this year and the remainder either immediately after July 1st or upon completion of the work when exact construction costs have been determined.

In connection with the above, we would be happy to assist in any manner we can such as making contacts or obtaining options for the purchase of the properties required for the realignment. We do appreciate the cooperation and assistance of the State Highway Department in the solution of this problem and, of course, would be happy to assist in any other way towards the early completion of the realignment and signalization.

Very truly yours,

Frank R. Smiley

Frank R. Smiley
City Manager

RECEIVED
MAR 6 1964
ENGINEER
COUNTY & CITY DIVISION

FRS:mp

RECEIVED
FEB 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R L PORTER

22-8308 Santiam Rock Prod. Proj., N. Santiam, Santiam, Clear Lake & McKenzie Hwys. 1965

#6588

RECEIVED
DEC 27 1965
FOR FILING
22-8308
6588

December 24, 1965

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

A post-final payment for $1,425.00 will be made to Jungwirth Bros., Inc., on Contract No. 6588 for Santiam Rock Production Project of the North Santiam, Santiam, Clear Lake and McKenzie Highways in Marion, Lane and Linn Counties, as soon as the warrant is prepared.

The total amount paid on this contract will be $71,659.61, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Jungwirth Bros., Inc.
302 E. Jefferson
Stayton, Oregon

Robert A. Stahl
1415 S. E. Ankeny
Portland, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
JAN 13 1966
FOR FILING
22-8308
6588

December 15, 1965

Jungwirth Bros., Inc.
802 East Jefferson
Stayton, Oregon

#3

Gentlemen:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date from October 1 to October 22, 1965, to complete Contract No. 6588 for the Santiam Rock Production on four highways in Marion, Linn, and Linn Counties.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to October 10, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Sm
cc J. F. Putnam
R. H. Clark
F. D. Morgan
L. H. Young
C. H. Maleen

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6588 Contractor Jungwirth Bros., Inc.

Highway A State Highways

Section Santiam Rock Production

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

The State's request to produce additional materials on Contract No. 6583 justifies 5 days. Forest Service requirements concerning restoration of cinter pit occasioned by other agencies' work justifies 5 days. Change in stockpile site with subsequent increase in haul justifies 10 days.

Recommended for Approval:

J W Wiseman
Division Engineer

D F Cramer
Construction Engineer or Bridge Engineer

H Z Kabrick
~~Address~~ State Highway Engineer

Contract No. 6588

Project designation State (State-Federal)

Date awarded May 20, 1965

Work started Sept. 7, 1965

Per cent completed 100% 10/20/1965 (Date)

Completion Date

No. of Workdays Allowed October 1, 1965

% of Time Used

No. of Workdays Used 112 %

Extend Completion Date

No. of Added Workdays Requested Oct. 20, 1965

E—320 (Rev.)—6M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Oct. 1, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 95 days to 110 days, within which to complete our Contract No. 6588, without the assessment of liquidated damages. The said contract is described as follows:

Santiam Rock Production Project

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We lost approximately 5 days in screen changing and addition of yardage on contract number 6583 in Crook County.

On Contract number 6588 we lost approximately 10 days more due to Forest Service intervention and addition of yard miles added to the contract

Respectfully submitted,

Jungwirth Bros. Inc.
Contractor

By C B Jungwirth

CONSENT OF SURETY

Date OCT. 1, 19 65

We, MARYLAND CASUALTY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Roy L Erickson
Attorney-in-fact
ROY L. ERICKSON

(SEAL)

Paul Leibe
Resident Agent

FORM E-30 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Extension of Time
Santiam Rock Production
N. Santiam, Santiam Clearlake and McKenzie Highways
Contract No. 6588

Attached is a request from Jungwirth Bros. Inc., contractor on the subject contract for an extension of the specified completion date from October 1, 1965 to October 22, 1965 without the assessment of liquidated damages. The contractor's request is based on additional time required to change screens and produce additional material on Contract No. 6583, Forest Service requirements regarding cinder pit and change in required haul. The contractor was requested to change his screens and produce an additional 1,000 cubic yards of material on the Marks Creek Slide Correction project. This request was not ma de until the end of his crushing operation and the requirement that he change his screens from oil rock aggregate production to 3/4"-0 material caused him 5 days delay, since it delayed his move onto the Santiam project. This material was produced at his unit bid price with no additional charge for the change over.

Our cinder pit is under permit from the Forest Service and we do not have exclusive rights. The pit had been used by other agencies and during this past construction season, a considerable amount of material was removed. The Forest Service required our contractor to perform additional clean up and correction of pit face, caused by others operations, before they would allow him to start his screening operations. This work required 5 days.

The haul associated with the material produced on this project was increased approximately 8% caused by a change in a proposed stockpile site on the N. Santiam Highway. This changed stockpile site caused the contractor to haul through the construction project on the N. Santiam Highway. This increased haul when compared to the total planned haul would justify an increase in time of 10 days.

The completion date for this contract was October 1, 1965. The project was completed October 20, 1965. This is 19 days beyond the specified completion date and amounts to $1,425.00 based on the penalty rate of $75.00 per day. Based

on the reasons listed above, we recommend that the specified completion date be extended to October 20, 1965. This will eliminate all liquidated damages.

This is a State Contract and is governed by the 1964 Standard Specifications.

This matter does not require Bureau of Public Roads concurrence.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:rw:bjm

Attachment

RECEIVED
NOV 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 3 - 1965
FOR FILING

22-8308
6588

December 3, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 20, 1965, on Contract No. 6588. The contract was with Jungerth Bros., Inc. and was for the Santiam rock protection project on the North Santiam, Santiam, Clear Lake, and McKenzie Highways in Linn, Lane and Marion Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 3, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry
L. R. Chandler

bg

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NOV 9 - 1965
FOR FILING

22 PROP
6578

November 9, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 3
December 14, 1965 Meeting

Gentlemen:

Jungwirth Bros. Inc., contractor on the Santiam rock production project on the Santiam, Clear Lake-Belknap Springs and McKenzie Highways in Marion, Lane, and Linn Counties, Contract No. 6588, requests an extension of the completion date from October 1 to October 22, 1965.

The contractor bases his request on the fact that he produced additional material and the further fact that some changes were made in stockpile sites which required additional time. These reasons justify an extension of 20 days.

The project was completed October 20, 1965. I recommend that the specified completion date be advanced to October 20, which will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klabee
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

DES:bjm bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Santiam Rock Production		WEEK ENDING: Oct. 30, 1965
		SECTION PREFIX: 22-8308
HIGHWAY: 4 State Highways		COUNTY: Marion, Lane, Linn
NAME OF JOB: Santiam Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Jungwirth Bros., Inc.	CONTRACT NUMBER: 6588	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 20, 1965	DATE WORK STARTED: Sept. 7, 1965	ESTIMATED COMPLETION DATE: complete
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 2 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 79,482.37	SPECIFIED COMPLETION DATE: 10-1-65	PERCENT OF TIME ELAPSED: 114
EXCLUSIVE OF ENGINEERING: $ 73,830.29	ENGINEERING AUTHORIZATION $ 5,652.08	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 73,830.29	ENGINEERING COST TO DATE $ 2,300	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 41 %	DATE PROJECT WAS COMPLETED: Oct. 20, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD 100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			340,000 yd. mi.		
MILES PARTIALLY COMPLETED					
MILES COMPLETED			340,000 yd. mi.		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			29,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			28,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			28,000		
AVERAGE DAILY QUANTITIES			1,000		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Reding
TUESDAY				Decker, Bond
WEDNESDAY				Barbee
THURSDAY				Walker, Glenn
FRIDAY				Swen
SATURDAY				

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NOV 1 1965
CONSTRUCTION
DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	Contractor cleaning up pit area.
THURSDAY	Contractor cleaning up pit area. Survey crew remeasuring sites F, A, & B.
FRIDAY	Contractor cleaning up pit area.
SATURDAY	

REMARKS

All stockpiles are remeasured, and we expect to submit Semifinal Estimate next week.

Final Report.

SIGNED R. H. Clark LOCATION Bend

Res. Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 24 1965
HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 21, 1965

Jungwirth Bros., Inc.
802 E. Jefferson Street
Stayton, Oregon

Gentlemen:

The State Highway Commission on May 20, 1965, awarded to you State Highway Contract No. 6888 for the following project:

Santiam Rock Production Project on the North Santiam, Santiam, Cloar Lake and McKenzie Highways in Linn, Lane and Marion Counties.

This award was based on your bid of $70,151 which was submitted to the Commission on May 18, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

ER-107(1) Biggs Jct.-Moro U'Xing Sec., 1965
Sherman Hwy. (Grad. & Pav.)
#6589

STATE COPY

Monthly transaction number 3-114	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 4	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Sherman
Modification number 1	3-21-67 (PPM 21-7)	Project number ER-107(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 24, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 531,687	$ 639,262
Federal funds	$ 335,117.65	$ 403,438.41
Other revisions		

This modification is made for the following reasons:

Based on Post-Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of March, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. H. Kabe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager
(Highway Engineer)

US COMM-DC 26364-P65

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
JUL 1 - 1965
FOR FILING

COUNTRY TRANSACTION NO. 6-223

PROJECT REPORT NO. ER-107(1) T

FC PR-2 (Rev. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-24-65

STATE: Oregon

COUNTY: Sherman

PROJECT NO.: ER-107(1)

5837

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Biggs Jct. - Shaniko Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	2-24-65	73.421
RIGHTS-OF-WAY		
CONSTRUCTION	4-26-65	73.421 Intermittent
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 662,981.00	$ 420,661.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W B Klaboe

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By: W R Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer 6-24-65

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal Aid
Project No. ER-107(1)

BIGGS JCT.--SHANIKO SECTION OF THE SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and estimated costs.)

Salem, Oregon, June 3, 1965

Type Code P.E.
Preliminary Engineering $ 2,000.00

Type Code 6201
Minor-Hour Work (Sta. 11+14.92 through Sta. 247+00 - 256+12 to 40+53)(Contract No. 6589)
(Sta. 294+50 to Sta. 451+40)(Sta. 528+25 to Sta. 593+88)

Moving Costs	All Required		$ 10,000.00
Blade Grader	440 hrs.	$ 15.00	6,600.00
Tractor with Dozer	410 hrs.	25.00	10,250.00
Tractor with Dozer and Ripper	570 hrs.	27.50	15,675.00
Power Shovel	100 hrs.	22.50	2,250.00
Trucks, Dump	2,000 hrs.	14.00	28,000.00
Trucks, Flatbed	270 hrs.	12.00	3,240.00
Trucks, Pickup	840 hrs.	2.00	1,680.00
Trucks, Sprinkler	160 hrs.	14.00	2,240.00
Loader, 3/8 c.y.	130 hrs.	13.00	1,690.00
Loader, 2-3/4 c.y.	460 hrs.	20.00	9,200.00
Roller	220 hrs.	12.00	2,640.00
Wagon Drill	200 hrs.	12.50	2,500.00
Jackhammer	80 hrs.	8.00	640.00
Air Compressor, 600 cfm	200 hrs.	12.50	2,500.00
Air Compressor, 210 cfm	80 hrs.	15.00	1,200.00
Dumper	24 hrs.	8.00	192.00
Pump, Portable	160 hrs.	3.00	480.00
Explosives	21,300 lbs.	0.50	10,650.00
Powderman	290 hrs.	6.00	1,740.00
Foreman	550 hrs.	7.50	4,125.00
Laborers	1,450 hrs.	5.00	7,250.00
Watering	390 M-gals.	3.00	1,170.00
3/4" - 0 Material in Base	7,700 tons	2.40	18,480.00
Stone Base	15,200 tons	2.40	36,480.00
3/4" - 0 Aggregate in Prime Coat	130 cu.yds.	5.00	650.00
MC-250 Asphalt in Prime Coat	20 tons	54.00	1,080.00
RS-1 Asphalt in Tack Coat	6 tons	65.00	390.00
Class "B" Asphalt Concrete Mixture	8,000 tons	6.75	54,000.00
Asphalt Cement in Mixture	430 tons	33.00	14,190.00
Furnish 12-inch Culvert Pipe	50 lin.ft.	2.00	100.00
Furnish 18-inch Culvert Pipe	230 lin.ft.	3.00	690.00
Furnish 24-inch Culvert Pipe	200 lin.ft.	3.50	700.00

Furnish 36-inch Culvert Pipe	120 lin.ft.	$ 7.50	$ 900.00
Furnish 18-inch Culvert End Sections	4 only	20.00	80.00
Guide Posts, W-1	85 only	8.00	680.00
Guard Rail	4,800 lin.ft.	2.60	12,480.00
Guard Rail - Salvaged Guard Rail	6,300 lin.ft.	1.20	7,560.00
Rail End Pieces	14 only	4.00	56.00
Extra Guard Rail Posts	70 only	8.00	560.00
Furnish Field Laboratory Building	All Required		500.00
			$25,436.00
Flagging (57½¢ of Contractor's Cost.)	All Required		$ 1,500.00
Roadside Seeding	All Required		1,000.00
Signing	All Required		600.00
			$ 3,100.00
Utility Railroad Inspector	All Required		$ 1,500.00
	Subtotal		$280,036.00
	10% Engr. & Cont.		28,003.60
	Total		$308,039.60

Length of Roadway . . . . . 12.721 Miles
Cost of Roadway Per Mile $24,219.48

Type Code 6201
Flood Damage Temporary and Permanent (M.P. 0.0 to M.P. 60.7)

Negotiated Equipment Rental, Labor and Material	All Required	$282,038.37
State Force, Equipment, Labor and Material	All Required	21,265.87
	Subtotal	$303,304.24
State Force Order for Permanent Flood Repair	All Required	$ 17,450.60
	Subtotal	$320,804.84
	10% Engr. & Cont.	32,080.16
	Total	$352,885.00

Length of Temporary and Permanent Repair . . . . . 60.7 Miles (Intermittent)

SUMMARY OF FUNDS

Description			
Preliminary Engineering	$ 2,000.00	$ 1,200.00	$ 800.00
Right-of-Way U'Xing	308,096.00	186,100.00	121,996.00
Temp. & Perm. Repair	352,885.00	213,100.00	139,785.00
	$662,981.00	$400,400.00*	$262,581.00

State Funds for Const: Chap. 175, Laws, 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint: Chap. 529, Laws 1939.

Profiles

28-4401 D
28-4501 D
28-4701 D
28-4705 D
33-4403 D
33-4503 D
28-1444

* Note: Federal funds requested are approximately 2 per cent under full pro rata and do not constitute a firm committment. The project agreement will be revised to full Federal aid pro rata when and if additional federal funds become available.

For additional information find attached as backup data a copy of the field phase #1 report. There are two changes made from the report to the estimate, as follows: The District Maintenance Office charges in the amount of $1,105.84 have been deleted and the engineering costs have been increased to 10%.

The costs for temporary replacement of fills on the Scott Canyon County Road are charged to the Sherman Highway and it is our intention to claim that cost on this project as costs for detour construction. This work was necessary to permit the county road to be used as a detour pending temporary repair of the extensive damage on the Sherman Highway.

HUGGS-HOMO UNDERCROSSING SECTION

PROJECT NO. BR-107(1)

Railroad Protective Work:

Railroad inspector for period of one month.

Engineer inspector	$ 730.00 per mo.
+ 30%	219.00
	$1,019.00
+ 20 day's expense at $12.00 per day	$ 240.00
+ 20 day's car expense at $0.07 per mile or $10.00 per day	200.00
	$ 440.00
	$1,459.00
Use	$1,500.00

Oregon State Highway Department

Federal Aid
Project No. SR-107(1)

BIGGS JCT.-SHANIKO SECTION OF THE

SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 2, 1965

Type Code P.E.

Preliminary Engineering $ 2,000.00

Type Code 6201
Miscellaneous Paving (Sta. 11+14.92 thru Bgns. 247+00-256+12 to 440+53)
(Sta. 284+50 to Sta. 451+40)(Sta. 520+25 to Sta. 593+88)

Moving Costs	All Required		$ 25,000.00
Blade Grader	440 hours	$18.00	7,920.00
Tractor with Dozer	410 hours	25.00	10,250.00
Tractor with Dozer and Ripper	570 hours	29.50	16,815.00
Power Shovel	100 hours	25.00	2,500.00
Trucks, Dump	2,000 hours	17.50	35,000.00
Trucks, Flatbed	270 hours	10.00	2,700.00
Trucks, Pickup	840 hours	2.25	1,890.00
Trucks, Sprinkler	160 hours	15.00	2,400.00
Loader , 3/8 c.y.	130 hours	16.00	2,080.00
Loader, 2 3/4 c.y.	460 hours	30.00	13,800.00
Roller	220 hours	15.00	3,300.00
Wagon Drill	200 hours	17.50	3,500.00
Jackhammer	80 hours	7.50	600.00
Air Compressor, 600 cfm	200 hours	10.00	2,000.00
Air Compressor, 210 cfm	80 hours	5.00	400.00
Tamper	24 hours	9.50	228.00
Pump, Portable	160 hours	5.00	800.00
Explosives	21,300 lbs.	0.70	14,910.00
Powdermen	290 hours	5.50	1,595.00
Foremen	550 hours	6.00	3,300.00
Laborers	1,450 hours	5.00	7,250.00
Watering	390 M-gals.	3.00	1,170.00
3/4" - 0 Material in Base	7,700 tons	2.25	17,325.00
Stone Base	15,200 tons	1.65	25,080.00
3/4" - 0 Aggregate in Prime Coat	130 cu.yds.	5.50	715.00
RC-250 Asphalt in Prime Coat	20 tons	50.00	1,000.00
RS-1 Asphalt in Tack Coat	6 tons	70.00	420.00
Class "D" Asphalt Concrete Mixture	8,000 tons	5.50	44,000.00
Asphalt Cement in Mixture	430 tons	33.00	14,190.00
Furnish 12-inch Culvert Pipe	50 lin.ft.	2.25	112.50
Furnish 10-inch Culvert Pipe	230 lin.ft.	3.25	747.50

Furnish 24-inch Culvert Pipe	200 lin.ft.	$ 4.00	$ 800.00
Furnish 36-inch Culvert Pipe	120 lin.ft.	6.50	780.00
Furnish 18-inch Culvert End Sections	4 only	20.00	80.00
Guide Posts, W-1	85 only	7.50	637.50
Guard Rail	4,800 lin.ft.	2.50	12,000.00
Guard Rail-Salvaged Guard Rail	6,300 lin.ft.	1.50	9,450.00
Rail End Pieces	14 only	5.00	70.00
Extra Guard Rail Posts	70 only	9.00	630.00
Furnish Field Laboratory Building	All Required		500.00
			$287,945.50
Flagging (57½% of Contractor's Cost)	All Required		$ 1,500.00
Roadside Seeding	All Required		1,000.00
Signing	All Required		600.00
			$ 3,100.00
Utility			
Railroad Inspection	All Required		$ 1,500.00
	Subtotal		$292,545.50
	10% Engr. & Cont.		29,254.50
	Total		$321,800.00

Length of Roadway - - - - - - - - - - - 12.721 Miles
Cost of Roadway Per Mile - - - - - - - $25,296.75

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 100.00	$ 1,900.00
Bigge-Moro U'xing	321,800.00	16,100.00	305,700.00
	$323,800.00	$16,200.00	$307,600.00*

WORK RETAINED IN PROGRAM STATE

Description	Total Cost	Federal Funds	State Funds
All work covered by this project not in this estimate.	$178,200.00	$ 8,900.00	$169,300.00*

*Note: This is a token financed project and does not constitute a firm commitment. These amounts will be revised to full eligible pro rata when and if Federal funds become available.

[illegible]

PROJECT NO. [illegible]-107(1)

Railroad Protective Work

Railroad inspector for period of 1 month.

Engineer Inspector	$ 730.00 per mo.	
+30%	209.00	
	$1,019.00	
+20 days expense @ 12.00 per day	$ 240.00	
+20 days car expense @ 0.07 per mile or 10.00 per day	200.00	
	$ 440.00	
		$1,459.00
Use		$1,500.00

RECEIVED
JUN 24 1966
FILE

ER-107(1)

6589

June 24, 1966

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A second post-final payment in the amount of $599.76 will be made to Vernie Jarl on Contract No. 6582 for grading and paving on the Biggs Junction-More Undercrossing Section on the Sherman Highway in Sherman County, as soon as the warrant is prepared.

The total amount paid on this contract will be $276,329.07, including the post-final payment. Of the total $4,558.30 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Mr. Vernie Jarl
P. O. Box 507
Gresham, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
MAY 2 - 1966

FOR FILING

FR-NH-7(1)
6589

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1966

SUBJECT: Anti-stripping Additive
Biggs Jct.-Moro Undercrossing
Contract No. 6589

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Vernie Jarl, prime contractor on the subject project has requested reimbursement for the anti-stripping additive used. He bases this on the results of one T-182 stripping test made by the Pittsburgh Testing Laboratory and which passed. The need for additive has been summarized further by our laboratory and their April 1 report, along with the rest of our file is attached.

Based on 10 failing stripping tests (but using 85-100 asphalt) our laboratory also made T-165 retained strength tests (this material was for AC work) and determined that the actual produced aggregate with 60-70 asphalt required the additive for asphalt contents of 5.5% and below. Since the base lift of paving was designed with a higher asphalt content the additive was not required in it.

Approved 5/2/66
Asst. State Hwy. Engr.

Because the sections to be paved were short and were under traffic, we wanted the top lifts placed as soon as possible after the base. It is impractical to have two separate asphalt storage tanks, at least for a job of this size, so the additive was used in all the asphalt.

Our conclusions are: (1) Additive was needed in the top lift (356.39 tons) in order to comply with the specifications and no extra payment is due on this amount. (2) The State required prompt top lift paving and sanctioned the using of the additive there (124.69 tons) although not specifically ordering it. In effect, we set up an inequitable condition and must have benefited by the use of the additive. We, therefore, recommend extra payment to the contractor for the ~~top~~ bottom lift additive only, in the amount of $599.76 and request your approval.

This was an ER project and there is a possibility of Federal participation if a Price Agreement is submitted to the Bureau of Public Roads.

Please return the attached file.

JAB:bjm
Attachments

Returned
JAB Bond
5-2-66

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

RECEIVED
MAY 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FEB 10 1966

ER-107(1)

6589

February 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. ER-107(1)

Dear Sir:

This is to advise you that all work authorized under PAP No. ER-107(1) has been completed. The type and location of the work are as follows:

Formal Contract:
6589 Sherman Hwy. Biggs Jct.-Nero Ditching Sec.

Permanent Repairs:
SPO #1 Sherman Hwy. Wasco-Shanlon Sec.

Temporary Repairs:
State Forces and Negotiated Equipment Rental Contract } Sherman Hwy. MP 0.00 - MP 60.70

Attached are the necessary supporting data required by your office.

Your final acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HHG:er

cc: C. H. Maison
E. S. Hunter
F. D. Morgan
I. D. Marchant
H. N. Chase

RECEIVED
DEC 27 1965
FOR FILING

ER-107(1)

6589

December 24, 1965

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $2,200.00 will be made to Vernie Jarl, on Contract No. 6589 for grading and paving the Biggs Junction-Moro Undercrossing Section of the Sherman Highway in Sherman County, as soon as the warrant is prepared.

The total amount paid on this contract will be $275,729.31, including the post-final payment. Of the total $4,558.60 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MP

cc: Vernie Jarl
P. O. Box 507
Gresham, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
JAN 13 1966
FOR FILING
ER-107(1)
6547

December 15, 1965

Mr. Vernie Jarl
P.O. Box 507
Gresham, Oregon

#4

Dear Mr. Jarl:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date from September 1 to September 22, 1965, to complete Contract No. 6547 for grading and paving on the Biggs Junction-Wasco Undercrossing Section of the Sherman Highway in Sherman County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Sm

cc J. F. Putnam
R. S. Hawkins
F. D. Morgan
L. H. Young
C. H. Malson
Bureau of Public Roads

FORM E-99 50M 5-65 SP*5470-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1965

SUBJECT: Extension of Time
Biggs Junction-Moro Undercrossing
Sherman Highway
Contract No. 6589

To: Mr. F. B. Klaboe
Assist. State Highway Engineer

BUILDING

Attached is a request from Vernie Jarl, contractor on the subject contract for an extension of the specified completion date from September 1, 1965 to September 23, 1965 without the assessment of liquidated damages. The contractor's request is based on time required to construct a "spring box" under Extra Work Order No. 2.

When right of way was acquired for this section of highway, an option for the Finley property (R/W File No. 31788) required that we protect a spring located on the creek bank. The winter floods had eroded the bank along the highway and it was necessary to place rip rap in this location. The rip rap was inadvertently dumped onto the existing spring. It was necessary to construct a concrete box to the elevation of the top of the rip rap in order to provide access to service the spring and provide the Finley property with water. Approval to perform this work under Extra Work Order No. 2 was received on August 6. The property owner delayed her approval of the type of installation and work could not be started on the box until August 25. Concrete for the spring box was poured September 7. Section 105-3.8 of the Standard Specifications requires a 14 day curing period before any backfill can be placed over the top of the concrete. It will take 2 days to complete the rip rap installation around the box.

The original completion date for this contract was September 1, 1965. The anticipated completion date is September 23, 1965 which is a 22 day overrun. This overrun amounts to $2,200 based on the penalty rate of $100 per day.

This is a Federal-aid Emergency Recovery project and is covered by the 1964 Standard Specifications which allow time extensions based on changes in plans. This spring box construction does constitute a change in plans and we

therefore recommend that the specified completion date be extended to September 23, 1965. Based on the anticipated completion date this will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads' Area Engineer who agrees that the force account work done under Extra Work Order No. 2 does constitute a change in plans and agrees that for this reason an extension of time appears justified.

Rough drafts of letters to the Bureau of Public Roads and Highway Commission are attached.

F. D. Morgan
Construction Engineer

By
John A. Bond
Staff Assistant

DES:jkk
Attach.

cc: L. H. Young
J. F. Putnam

RECEIVED
SEP 2 3 1965
OFFI
STATE HIGHWAY

E—220 (Rev.)—8M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ...August 31....., 19.65..

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of workdays~~ fixed date from 9-1-65... ~~days~~ to 9-23-65 ~~days~~, within which to complete our Contract No. ....6589....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: A change in plans due to Extra Work Order No. 2, "Build Spring Box" requires an extension of time. By the time approval was received to start work on this order and to find a qualified man to perform the work, it was impossible to do the concrete work and allow curing time before backfilling.

The riprap could not be placed in this area until after the completion of the Spring Box. The placing of the riprap to be done under unit bid items.

Respectfully submitted,

Vernie Jarl
Contractor

By Vernie Jarl

CONSENT OF SURETY

Date September 3rd, 1965

We, GENERAL INSURANCE COMPANY OF AMERICA,

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard N. Mahle
Attorney-in-fact
RICHARD N. MAHLE DOOLY & CO. (SEAL)

BY .....
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6589 Contractor Vernie Jarl

Highway Sherman

Section Biggs Jct.-Moro U'xing

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Construction of the spring box by the Force Account method constitutes a change in plans and because of the curing time required prior to placement of backfill over concrete structures justifies a 22 day extension.

Recommended for Approval:

J. T. Saltmarsh
Division Engineer

Chas. A. Ford
for Construction Engineer or Bridge Engineer

J. H. Kabeiseman
~~Assistant~~ State Highway Engineer

State Printing 27889

Contract No. 6589

Project designation ER-107(1) State-Federal

Date awarded May 20, 1965

Work started May 27, 1965

Per cent completed 85% Aug 31, 1965 Date

Fixed Date

No. of Workdays Allowed September 1, 1965

No. of Workdays Used August 31, 1965

No. of Added Workdays Requested Sept. 23, 1965

RECEIVED
DEC 6 - 1965
FOR FILING
ER-107(1)
6584

December 6, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 23, 1965, on Contract No. 6589, The contract was with Vernis Jaul and was for grading and paving on the Biggs Junction-Moro Undercrossing Section of the Sherman Highway in Sherman County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 6, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

CC: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. N. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
NOV 17 1965

EL 107 (1)
6587

November 16, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 4
December 14, 1965 Meeting

Gentlemen:

We have received a request for an extension of time from Vernie Jarl, contractor on the Biggs Junction-Moro Undercrossing Section of the Sherman Highway in Sherman County, Contract No. 6587. The request is for an extension of the specified completion date from September 1, 1965 to September 23, 1965. The request is based on additional time required to construct a spring box by Force Account.

As a part of our right-of-way obligation, the State was required to protect a spring located adjacent to the highway. Winter floods eroded the bank below the highway requiring riprap construction which interfered with the spring and required the construction of a concrete spring box. This work is being accomplished under the Force Account method and constitutes a change in plans. Because of the curing time required before backfill can be placed over a new concrete structure, no work could be done in placement of riprap until September 21. Two days were required to place the riprap.

I recommend that the completion date be extended 22 days to September 23, 1965. This will eliminate liquidated damages. This is a Federal-aid Emergency Recovery project and we have Bureau of Public Roads concurrence.

This matter will be presented for your consideration at the December 14 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

DES:jkk bg

RECEIVED
NOV 12 1965
COMMISSIONER

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIDDLE, VICE-CHAIRMAN
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-107 (1)

6-8-17

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Attached are copies of the consolidated progress voucher for Emergency Relief Funds for costs incurred by the Oregon State Highway Department for the period December 22, 1964, to October 31, 1965. These costs were incurred under Federal Aid Project No. ER 107(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

CHM:jc

Attachments

cc: L. H. Young
General Files

(MEMORANDUM) **Voucher No. 8-Progress**

FORM PR-20a (REV)
Form Approved by
Comptroller General, U.S.,
February 11, 1955

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED
(PPM 30-6)

1. VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

STATE
Oregon

FEDERAL AID PROJECT NO.
ER 107(1) S.F.O. No. 1

PROGRAM APPROVED
December 22, 1964

CONTRACT NO.

VOUCHER PERIOD: FROM October 1, 1965 TO October 31, 1965

FOR PRO-RATA SHARE OF THE UNITED STATES FOR LABOR AND MATERIALS ACTUALLY PUT INTO THE WORK COMPRISING THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
			$327,120.18	$324,310.18	$2,810.00	
			$327,120.18	$324,310.18	$2,810.00	

PROGRESS - FINAL	Date	By
Field audit made		
Received Division Office		
Forwarded by Division Office		
Received Region Office		
Forwarded by Region Office		
Received W. O.		
Final forwarded to construction		
Fiscal review performed		
Passed for Payment		

REASONS HELD:

Oregon

C. H. Maison
Controller

USCOMM DC 49078 P61

STATEMENT OF LABOR AND MATERIALS

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Total Participating Costs:					
	Prefix 28-4401-D				$176,848.26	
	Prefix 28-4501-D				19,906.28	
	Prefix 28-4701-D				8,937.48	
	Prefix 33-4405-D				10,364.41	
	Prefix 33-4505-D				254.42	
	Prefix 33-4705-D				3,633.17	
					$219,944.02	
	Pro-rata Percentage				.6345	
	Sub-total Pro-rata from U.S.				$139,554.00	
	Contract Billing					
	Prefix 28-1045				187,566.18	
	Total Pro-rata from U.S.				$327,120.18	

AMOUNT CARRIED FORWARD

FORM PR-20A

USCOMM DC 49073 P61

RECEIVED
NOV 10 1965
FOR FILING
FP-107(1)
6599

Form CD-121 (11-63) (Prev. by A.O. 100-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 5, 1965

In reply refer to: 08-35.DA-1

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-107(1), Biggs Junction-Moro Undercrossing Section
Sherman Highway

We have received and reviewed your submission of September 23, 1965 requesting an extension of time from September 1 to September 23, 1965.

Analysis of the letter as presented and observation by our field personnel reveals that the delay was, in fact, caused by the construction of the spring box as described.

Approval of the time extension is approved as requested.

REFERRED TO copies sent 11-10-65
By Asst. State Hwy. Engr.
Maroon

RECEIVED
NOV 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Biggs Jct.-Moro U'xing	WEEK ENDING: October 22, 1965
		SECTION PREFIX: 28-1045
	HIGHWAY: Sherman	COUNTY: Sherman
NAME OF JOB: Biggs Jct.-Moro U'xing	KIND OF WORK: Grading and Paving	
CONTRACTOR: Vernie Jarl	CONTRACT NUMBER: 6589	FEDERAL AID PROJECT NUMBER: ER-107(1)
DATE OF CONTRACT: May 20, 1965	DATE WORK STARTED: May 27, 1965	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION $315,099.00	SPECIFIED COMPLETION DATE: September 1, 1965	PERCENT OF TIME ELAPSED: 123
EXCLUSIVE OF ENGINEERING $292,691.96	ENGINEERING AUTHORIZATION $22,407.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: Completed
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $276,325.58	ENGINEERING COST TO DATE $25,228.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Completed
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 6 %	PERCENT OF AUTHORIZATION 113 %	DATE PROJECT WAS COMPLETED: September 23, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	12.46	12.46			7.43
MILES PARTIALLY COMPLETED					
MILES COMPLETED	12.46	12.46			7.43
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,000	22,900			8,000
TOTAL QUANTITIES CORRECTED TO DATE	5,438	23,208			7,832
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,438	23,208			7,832
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Partly cloudy			
TUESDAY	Partly cloudy			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Clear			
SATURDAY				

Morgan Routing
Decker
Bond
Barbee
Walker
Glenn
Swan
Mansfield
Scott
Wills
Lindfield
Olson

RECEIVED
OCT 1965
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	

REMARKS

Bills for E.W.O. #2, Build Spring Box, received October 20, 1965 and bills for E.W.O. #1, Flagging, received from Interstate Paving Co. October 21, 1965. Semifinal Estimate sent to Bend on October 21, 1965.

FINAL REPORT

SIGNED Lowell M Stratton LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
NOV 2 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-107 (1)

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 29, 1965

REFERRED TO
Young - Morgan
BY ASST. STATE HWY. ENGR.
11-1-65

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 23, 1965, on Contract No. 6589, Biggs Junction-Moro Undercrossing Section, in Sherman County, in connection with Federal-Aid Project No. ER-107(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: October 13, 1965

Conditions noted on above date:

None.

RECEIVED
OCT 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By G. R. Brooks OCT 27 1965
G. R. Brooks, Dist. Engr.

RECEIVED
SEP 23 1965
ER-107(1)
6147

September 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Riggs Junction-Mero Undercrossing Section, Sherman Highway, Project No. ER-107(1)

Dear Sir:

We have received from Vernie Jarl, contractor on the subject project, a request for an extension of the specified completion date from September 1, 1965, to September 23, 1965. The contractor's request is based on additional time required to construct a spring box accomplished under Extra Work Order No. 2 and place the riprap around it.

When right-of-way was acquired for this section of highway, an option for the Finley property (R/W File No. 31788) required that we protect a spring located on the creek bank. The winter floods had eroded the bank along the highway and it was necessary to place riprap in this location. The riprap was inadvertently dumped onto the existing spring. It was necessary to construct a concrete box to the elevation of the top of the riprap in order to provide access to service the spring and provide the Finley property with water. Approval to perform this work under Extra Work Order No. 2 was received on August 6. The property owner delayed her approval of the type of installation, and work could not be started on the box until August 25. Concrete for the spring box was poured September 7. Section 105-3.8 of the Standard Specifications requires a 14-day curing period before any backfill can be placed over the top of the concrete. It will take two days to complete the riprap installation around the box.

The original completion date for this contract was September 1, 1965. The anticipated completion date is September 23, 1965. This project is governed by the 1964 Standard Specifications which allow time extensions based on plan changes. The construction of this spring box by "Extra Work" constitutes a change in plans and hence justifies an extension of time.

It is our recommendation that the completion date for this project be extended from September 1, 1965, to September 23, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Kinloe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison
Mr. J. F. Putnam

DES:jkk srb

Form S-250-634

FOR FILING

ER 107(1)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are req'd.
Date AUG 26 1965 By [illegible] Dist. Engineer
U.S. Bureau of Public Roads

Project Name Biggs Jct.-Moro U'xing — Date August 22, 1965
Highway Sherman — Contract No. 6589
County Sherman — Prefix 28-1045
Contractor Vernie Jarl — F. A. Project No. ER-107(1)
Address 2626 SE 187th Ave., Gresham, Oregon — Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Replace Guard Rail Material: Many bolts, washers and posts missing or damaged beyond use which are needed in the erection of Guard Rail - Salvaged Guard Rail (Item #38).

Work has not started.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Material $500.00

Explanations: (Explain here the conditions which cause this work to be classed as "extra work")

Materials unusable or missing which are beyond the control of the contractor. Standard Specifications, Section 732-5.1 and Section 4-4.

Group I - Participating

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and five to the resident engineer.

Project authorization	$315,099.00
Present estimate of project cost, including $500.00 for work under this order	$315,099.00
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Lowell M. Stratton, Resident Engineer
Approval Recommended: /s/ John A. Bond for Construction Engineer or [illegible]

Approval Recommended: /s/ L. H. Warfield, Division Engineer
Approved: /s/ L. H. Young, [illegible] Engineer or [illegible] Engineer

State Printing Young 9-2-65

Form R-208—62

RECEIVED
AUG 23 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 6 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Biggs Jct.-Moro U'xing
Highway 47 Sherman
County Sherman
Contractor Vernie Jarl
Address PO Box 507, Gresham, Oregon

Date July 23, 1965
Contract No. 6589
Prefix 28-1045
F. A. Project No. ER-107(1)
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Build Spring Box

Location by station numbers:

23+12

Estimate of quantities and cost:

Material	$ 900
Labor	260
Contractor's Percentage	174
Total	$1,334

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Unanticipated item.

Excavation and backfill to be done by equipment and labor at Unit Bid Prices. (See back)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 315,099.00
Present estimate of project cost, including $ 1,334.00 for work under this order	$ 315,099.00
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office 3

Submitted by: /s/ Lowell M. Stratton
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
Assistant State Highway Engineer
Office

State Printing
Young 8-20-65

This work is necessary to repair the damage done by the flood to the spring, which the State is obligated to protect under Right of Way Agreement.

To protect the highway from future damage by floods, it is necessary to riprap this area. To do so, the spring box will have to be raised above the riprap and pipes extended through the riprap.

RECEIVED
AUG 18 1965
OREGON DIVISION

RECEIVED
AUG 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121
(11-63),
(Prescribed by
A.O. 206-10)

UNITED STATES GOVERNMENT

RECEIVED
JUL 15 1965
FOR FILING

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO: ER-107(1)
Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 7, 1965

In reply refer to: 08-35.4-DA-1

FROM: R. W. Emerson, Division Engineer
Salem, Oregon

By: M.B. Austin
Acting Division Engineer

SUBJECT: Oregon Project ER-107(1), Diggs Junction-Moro Undercrossing Section
Sherman Highway
State Force Order No. 1

Mr. Young's letter of June 23, 1965, furnished copies of subject State Force Order covering provision of materials for temporary signing and other traffic control devices for installation under bid items in equipment rental contract No. 6588. This letter ratifies, in writing, our June 15, 1965 tentative oral advance approval of the proposed procedure.

We have approved the use of State furnished material as being in the public interest due to the need for flexibility in operation and availability of materials as well as with the realization that equipment rental contracts place much more of the detailed operation of the project in the hands of State personnel.

Money for use on this item has been provided in the authorization in the amount of $600 with Federal funds estimated to be $300. Participation in costs will be determined on actual cost basis, including any salvage which may be appropriate.

REFERRED TO
Right of Way Unit.
By Asst. State Hwy. Engr.
NOTED 7-12-65

CONCURRENCE:

B. M. French, Regional Engr, BPR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-102-3M

OREGON STATE HIGHWAY DEPARTMENT

G-1-P

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Biggs Jct.-Moro U'xing Date June 9, 1965

Highway Sherman Contract No. 6589 F. A. Project No. ER-107(1)

County Sherman Prefix 23-1045 Account No. 274-01

Description of Work To Be Done:

Temporary signs, barricades and portable mounting for the control of traffic.

Work has not been started.

Approved as to National Interest

Date JUN 15 1965

U.S. Bureau of Public Roads

Location by Station Numbers:

11+15 to 593+88

Estimate of Quantities and Costs:

Material $600.00

(Labor bid item No. 22)

Explanation:

This is an anticipated item.

Group 1 Participating

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$315,099.00
Present estimate of project cost, including $600.00 for work under this order	$315,099.00
Expected under-run / over-run (amount)	$0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Lowell M. Stratton
Resident Engineer

Approval Recommended: /s/ John A. Bord
For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved: /s/ L. [illegible] Youn
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Biggs Jct.-Moro U'xing		WEEK ENDING: July 2, 1965
		SECTION PREFIX: 28-1045
HIGHWAY: Sherman		COUNTY: Sherman
NAME OF JOB: Biggs Jct.-Moro U'xing	KIND OF WORK: Grading and Paving	
CONTRACTOR: Vernie Jarl	CONTRACT NUMBER: 6589	FEDERAL AID PROJECT NUMBER: ER-107(1)
DATE OF CONTRACT: May 20, 1965	DATE WORK STARTED: May 27, 1965	ESTIMATED COMPLETION DATE: September 1, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 18 SUPERVISION: 2	SPECIFIED WORK DAYS: —	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: —	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $315,099.00	SPECIFIED COMPLETION DATE: September 1, 1965	PERCENT OF TIME ELAPSED: 42
EXCLUSIVE OF ENGINEERING: $292,691.96	ENGINEERING AUTHORIZATION: $22,407.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 17
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $292,691.96	ENGINEERING COST TO DATE: $7,170.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 17
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 32 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	50	35					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	12.46	12.46			7.43
MILES PARTIALLY COMPLETED	4.33				
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,000	22,900			8,000
TOTAL QUANTITIES CORRECTED TO DATE	6,000	22,900			8,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,177				
AVERAGE DAILY QUANTITIES	155				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	64				
NUMBER OF SHIFTS PER DAY	2				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK: 1 dozer/ripper, 1 dozer, 1 loader/backhoe, 1 2¼ C.Y. loader, 1 2¾ C.Y. loader, 5 dump trucks, 1 blade, 1 wagon drill, 1 600 c.f.m. compressor, 1 jackhammer, 1 125 c.f.m. compressor, 1 pickup, 1 water wagon

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Partly cloudy			
FRIDAY	Clear			
SATURDAY				

JUL 6 1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Placing riprap in channel, sta. 230-231+50 using; dozer/ripper, 5 dump trucks & 2 loaders. 1 dozer cleaning channel, sta. 190-229. 1 3/8 c.y. loader/backhoe digging ditch for culvert, sta. 144+60. Installing culverts, stas. 144+60 & 163+60. Tamper used for compaction of footing of culvert, sta. 144+60. Jackhammer used to cut pavement for culverts at stas. 144+60 & 163+60. 1 drill & 600 compressor working 2 shifts in the quarry.
TUESDAY	Placing riprap, sta. 228+50 - 232, using; dozer/ripper, 5 dump trucks & 2 loaders. 1 dozer cleaning channel, sta. 160-180. Blade dressing shoulders & ditches, sta. 150-180. Installing culvert, sta. 144+60; using; loader/backhoe for excavation, tamper for compaction. 1 drill & 600 compressor working 2 shifts in the quarry.
WEDNESDAY	Placing riprap, sta. 210-211 & 228-228+50; using; dozer/ripper, 5 dump trucks & 2 loaders. 1 dozer cleaning channel, sta. 160-145 & 140-135. Blade dressing slopes, ditches & shoulders, sta. 298-302. Jackhammer breaking pavement, sta. 228-232+50, 234+50-236+50 & 241-242+75. Sprinkler truck flushing culvert, sta. 593+88. Drill & 600 compressor working 2 shifts in quarry.
THURSDAY	Placing riprap, sta. 159-160 & 240-243, using; dozer/ripper, 5 dump trucks & 2 loaders. Jackhammer drilling & setting posts for fence line. Sprinkler truck flushing pipes, sta. 574-593+88. Blade dressing shoulders & ditches, sta. 404-420. 1 drill & 600 compressor working 2 shifts in quarry. Dozer cleaning channel, sta. 155-160.
FRIDAY	Placing riprap, sta. 240-243 & 234-237, using; dozer/ripper, 5 dump trucks & 2 loaders. Jackhammer drilling & setting posts for fence line. Sprinkler truck flushing pipes. Blade dressing shoulders & ditches, sta. 420-436. 1 drill & 600 compressor working 1 shift in quarry.
SATURDAY	

REMARKS

Contractor placing riprap in channel changes all week.

Blade grade r was used to dress and clean shoulders and ditc hes.

Air trac drill and 600 c.f.m. compressor worked two shifts in quarry four days this week; one shift on Friday. Quarry was shot ~~Thursday and~~ Thursday. Slight delay in traffice do to blasting. Quarry also shot on Monday.

Installation of 24" x 24' C.M.P.,at station 144+60, was completed on Tuesday.

Derrold Carman replaced Verle Prickett as foreman for contractor on Monday.

Contractor started moving in crusher on Tuesday.

SIGNED Lawrence Stratton LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 29 1965
FOR FILING

ER-107(1)

6549

June 28, 1965

70

Mr. G. H. Baker, General Manager
Northwestern District
Union Pacific Railroad Company
828 Pittock Block
Portland, Oregon 97205

Dear Sir:

Your File: C 315-2-78
State Contract No. 6589

We have your letter of June 17 in which you request clarification of statement number 1 contained in our June 4 letter.

Please understand that the easements (or use permits) are only temporary in nature for the purpose of occupying Railroad property as required to perform necessary clean-up operations in the channel of Spanish Hollow Creek. Our specified completion date for this project is September 1, 1965. After work is completed, the State will no longer need these easement areas.

We trust this will clarify our statement number 1 so that you can immediately prepare the formal agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
T. W. Litchfield
G. E. Rohde
D. E. Moehring
J. F. Putnam
Lowell Stratton

TWL:fp ms

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND, OREGON 97205

June 17, 1965

C 315 - 2 - 78

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Reference is made to your letter of June 4, State Contract No. 6589, regarding permit to enter upon our property to reconstruct the Sherman Highway between Biggs and Shaniko, Project ER-107(1).

Engineering and cost data are presently being accumulated for future use in determining whether it will be feasible to reconstruct line or endeavor to obtain approval for abandonment.

In order to avoid any misunderstanding with respect to State's use of property, will you please clarify statement No. 1, "The State will execute the usual form of agreement so long as the rights the railroad reserves, with respect to the easement area, are not inconsistent with the State's use of the property." In the meantime we will be required to protect our property and must insist that conditions set forth in my letter of May 3 be adhered to whether or not consistent with State's use of property.

With this minor condition understood by all concerned formal agreement will be immediately prepared and submitted for your review and execution.

Yours truly,

G H Baker

RECEIVED
JUN 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 24 1965
FOR FILING

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

ER-107(1)
W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION
6589

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JUNE 16, 1965

(File Ref. D 315 - 2 - 134)

R. NOTED
CONSTRUCTION DIVISION
RECEIVED
JUN 18 1965
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE CCE

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Referring to your letter of May 25 supplying Construction Plans and Special Provisions on the Biggs Jct. - Moro Undercrossing Section of Sherman Highway, Project ER-107(1) - Contract No. 6589:

Herewith returned is one set of the plans, approved without change, by Mr. J. M. Bates for the Railroad's Chief Engineer, as noted thereon. It is suggested that the State revise its special paragraph (c) on page 7 to show that the daily expense of the Railroad's Engineer-Inspector is approximately $12 a day rather than give this as a firm figure since the Railroad Company reimburses actual expense of its Inspectors rather than pay a per-diem allowance.

Understand from the Railroad's Management that the State accepted the Railroad's right-of-entry letter of May 3, 1965 with certain reservations and that these are not entirely acceptable without further clarification. Am informed that the State Highway Engineer should have or should be receiving a letter very shortly concerning this matter from the Railroad's General Manager, Mr. G. H. Baker. Until this has been resolved and the Contractor's insurance approved, the State cannot be permitted to occupy and use the Railroad's property in connection with the project.

COPIES TO: AW PARKINS
RL PORTER
FB KEARNS
VD WOLFE
FD MORGAN
GE RHOADS
DH MOEHRING
JF PUTNAM
LOWELL STRATTON
LH YOUNG

Yours very truly,

W. G. Johnson
HBD

enc.

6-18-65 I HAVE APPROVED PLANS FOR FILE.

RECEIVED
JUN 21 1965
STATE HIGHWAY ENGINEER

RECEIVED
JUN 16 1965
FOR FILING
FH 107(1)
6579

June 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering the State's share of flagging costs on the Biggs Junction-Moro Undercrossing Section of the Sherman Highway in Sherman County, Contract No. 6589, in connection with Federal Aid Project No. BR-107(1).

This work was an anticipated item of the project and was recommended for approval by the BPR Area Engineer June 10, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

NKG:ia

DEPARTMENT OF COMMERCE
RECEIVED
JUN 23 1965
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO ER-107(1) Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 9, 1965

In reply refer to: 08-35.2-DA

FROM: [illegible] Gibbons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-107(1)
Biggs Junction-Shaniko Section
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with tempoary operations and associated restoration work made necessary by flood damage on the subject project. State Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's June 3, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

Even though this project was originally programmed at a 5% token Federal financing, we note you are increasing it to full pro-rata share utilizing your unprogrammed balance for this action.

The actions covered herein involve temporary repairs at intermittent locations on 60.7 miles of roadway and bridges at a total estimated negotiated contract amount of $310,297 and State Force Account work amount of $23,392. Estimated emergency fund participation is to be at the regular pro-rata share, or $201,510.

A finding regarding non-incidental permanent repairs on the project by State Forces was previously transmitted on April 5, 1965. We concurred in the contract award for the Biggs Jct.-Moro U-xing Section on May 20, 1965.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ESTIMATE OF COSTS TO BE PROGRAMMED ON FORM PR-1

PROJECT LOCATION: Sherman Highway, M.P. 0.0 to M.P. 60.7

This estimate covers the entire length of the Sherman Highway from Diggs to Shaniko.

TABULATION OF COSTS:

I. OUTSIDE EQUIPMENT, MATERIALS, AND LABOR

Location	Job	Contractor	How Amt. of Bill was Determined	Amount
MP 0.03-MP 5.0	Replace Fill & Culverts	Roy L. Houck Sons' Corp.	Final Billing Submitted & Approved by DMS Office	$124,567.47
MP 36	Replace Culverts	Roy L. Houck Sons' Cop.	"	2,408.22
MP 0.03-MP 5.0	Replace Fill	Goodfellow Brothers	"	107,568.56
MP 36	Build Detour	Robert Holyer	"	494.94
MP 38	Build Detour	Donald D. Earl	"	192.11
MP 0.0-MP 8.64	Cleaning out Culvert Pipes	F. F. Baldwin	"	285.47
Detour via Scott Canyon MP 3	Replace Fill on Detour	George H. Jensen	"	57.10
Detour via Scott Canyon MP 1.5	Replace Fill on Detour	Vinnell, McNamara, Mannix, & Fuller	"	6,413.77
Detour via Scott Canyon MP 4.0-MP 10.0	Replace Fill on Detour	Vinnell, McNamara, Mannix, & Fuller	"	1,896.16
Detour via Scott Canyon MP 3.5-MP 10.0	Replace Fill on Detour	Kanthakit Loggers	"	5,036.35
MP 15.0-MP 20.0	Rebuild Shoulders	Kanthakit Loggers	"	2,477.42
MP 36	Replace Culverts	Kanthakit Loggers	"	6,014.32
MP 15.0-MP 20.0	Rebuild Shoulders	Tygh Valley Sand & Gravel	From "Daily Record of Force Account Work"	493.97
MP 36	Install Culverts	Tygh Valley Sand & Gravel	"	361.50

ESTIMATE OF COSTS TO BE PROGRAMMED ON FORM PR-1

I. OUTSIDE EQUIPMENT, MATERIALS, AND LABOR (Continued)

Location	Job	Contractor	How Amt. of Bill was Determined	Amount
Detour via Scott Canyon MP 3.5- MP 10.0	Replace Fill on Detour	Cody Logging Company	Final Billing Submitted & Approved by DMS Office	$ 915.85
MP 36	Install Culverts	Rogers' Construction Company	"	2,041.11
MP 0.0- MP 3.0	Repair Bridges	Rogers' Construction Company	Billing to March 1st Submitted and Approved by DMS Office	18,066.34
Detour via Scott Canyon MP 3.5- MP 10.0	Replace Fill on Detour	Ken Rasey	Final Billing Submitted & Approved by DMS Office	$ 1,197.71
(See attached breakdown for itemization & agreements)			Subtotal	$202,088.37

II. STATE FORCE WORK:

(1)	Section Foremens costs charged to "D" prefix 28-4401	$ 12,521.85
(2)	Section Foremens costs charged to "D" prefix 33-4401	7,115.44
(3)	DMS and DMS office help	1,105.84
(4)	Bridge Extra Gangs costs charged to "D" prefix 28-4501-152	1,628.58
	Subtotal	$ 22,371.71

III. ENGINEERING (TRANSFER OF COSTS):

(1)	Shull's Crew (080-35)	$ 4,905.40
(2)	Hawkins' Crew (080-55)	303.25
(3)	Scrivner's Crew (080-01)	770.61
(4)	Krehbiel's Crew (090-15)	620.42
	Subtotal	$ 6,599.68
	TOTAL	$311,059.76

IV. CONTINGENCIES (None) 0.00

TOTAL ESTIMATED COST OF WORK PERFORMED TO MARCH 1, 1965,
SHERMAN HIGHWAY, M.P. 0.0 to M.P. 60.7 GRAND TOTAL $311,059.76

AGREEMENTS WITH CONTRACTORS:

(See attached breakdown for agreements.)

ESTIMATE OF COST — INCIDENTAL REPAIR — SHERMAN HIGHWAY — SHERMAN & WASCO COUNTIES

Contractor: Item	Size	Hours	(1) Rate	Cost	(2) 15% Contr. Allow.	Total Cost
Don L. Hendrix Sons' Comp.:						
Tractor w/Dozer	370 HP	291½	$27.40	$ 7,987.10		
Tractor w/Dozer	205 HP	762½	22.90	17,461.25		
Tractor w/Dozer	75 HP	145	11.10	1,609.50		
Tractor w/Ripper	378 HP	9½	31.90	303.05		
Tractor w/Ripper	255 HP	45	26.35	1,185.75		
Tractor/Scraper, (2w)	455 HP	386½	29.15	11,266.48		
Tractor/Scraper, (2w)	360 HP	346	26.40	9 [illegible]		
Tractor/Dozer, (4w)	495 HP	128	22.05	[illegible]		
Front End Loader, (4-whl.)	5 Cu.Yd.	55½	20.50	1,137.75		
Motor Grader	30,200 Lbs.	43½	14.75	641.65		
Motor Grader	24,200 Lbs.	191	11.00	2,101.00		
Shovel/Backhoe	3/4 Cu.Yd.	31½	11.10	349.65		
Power Shovel	5 Cu.Yd.	33	55.00	1,815.00		
Dump Trucks	20 Cu.Yd.	342	26.00	8,892.00		
Dump Trucks	16 Cu.Yd.	99	23.00	2,277.00		
Flatbed Trucks	2 Ton	67½	3.05	205.88		
Lobby Truck	40 Ton	22	13.20	290.40		
Crane, Truck	6,000 Lbs.	26	8.80	228.80		
Pickup Trucks	3/4 Ton	308	2.10	646.80		
Pickup Trucks	1/2 Ton	331	1.80	595.80		
Grid Roller	16 Ton	45½	6.60	300.30		
Light Plant	5,000 Watt	234	1.80	421.20		
Air Compressors	900 Cu.Ft.	36	13.20	475.20		
Air Compressors	600 Cu.Ft.	36	8.65	311.40		
Air Compressors	125 Cu.Ft.	18	3.15	56.70		
Wagon Drill	4-3/4 in.	36	11.25	405.00		
Wagon Drill	4-1/2 in.	36	9.35	336.60		
Jackhammers	50 Lbs.	28	0.50	14.00		
Tampers, gas eng.		17½	1.80	31.50		
	Equipment			$75,393.54	$11,009.03	$ 84,402.57
Mobilization & Demobilization				99.75	14.96	114.71
Materials (Culvert Pipe, tools, etc.)				3,382.45	507.37	3,889.82
Working Foremen, including benefits & overtime (3)				4,943.86	741.58	5,685.44
Operators, including benefits & overtime (3)				17,638.47	2,645.77	20,284.24
Laborers, including benefits & overtime (3)				5,514.23	827.13	6,341.36
Teamsters, including benefits & overtime (3)				3,652.30	547.85	4,200.15
Mechanics & Maintenance personnel (4)				186.04	27.91	213.95
Travel & allowances (5)				1,603.00	240.45	1,843.45
	Subtotals			$110,413.64	$16,562.05	$126,975.69
	TOTAL					$126,975.69

(1) A.C.C. Rental Rates on Equipment on all shifts.
(2) In accordance with State of Oregon - Associated General Contractors agreement under which, by verbal agreement, this work was performed.
(3) Benefits and Overtime paid at rates set forth by applicable union agreements with participating contractors. Labor paid at applicable union rates.
(4) By verbal agreement, mechanics and maintenance personnel paid both straight time and overtime at union rates.
(5) Travel allowances paid at applicable union rates.

ESTIMATE OF COST — EMERGENCY REPAIR — SHERMAN HIGHWAY — SHERMAN & WASCO COUNTIES

Contractor: Item	Size	Hours	(1) Rate	Cost	(2) 15% Cont. Allow.	Total Cost
Coast Valley Brothers						
Tractor w/Dozer	255 HP	511	$22.00	$11,701.90		
Motor Grader	30,200 Lbs.	125	14.75	1,843.75		
Power Shovel	5 Cu.Yd.	119	55.00	6,545.00		
Power Shovel	2-1/2Cu.Yd.	2½	25.66	64.15		
Front End Loader, 4-whl.	4 Cu.Yd.	67	15.90	1,065.30		
Dump Trucks	20 Cu.Yd.	603	21.00	12,663.00		
Dump Trucks	16 Cu.Yd.	500	29.00	14,740.00		
Flatbed Trucks	2 Ton	101	3.05	308.05		
Flatbed Trucks	1-1/2 Ton	2½	2.40	6.00		
Flatbed Trucks	3/4 Ton	2½	2.10	5.25		
LoBoy Truck	40 Ton,	50	13.20	660.00		
Truck Tractor & Semitrailer	30 Ton	27½	11.00	302.50		
Sprinkling Truck	3,000 Gal.	13	7.10	92.30		
Pickup Trucks	3/4 Ton	396	2.10	831.60		
Pickup Trucks	1/2 Ton	34½	1.80	62.10		
Crane, Truck	8,000 Lbs.	5½	6.00	30.00		
Light Plant	5,000 Watt	251	1.80	451.80		
Air Compressor	900 Cu.Ft.	205	13.20	2,706.00		
Air Compressor	600 Cu.Ft.	205	8.65	1,773.25		
Air Compressor	210 Cu.Ft.	6	4.60	27.60		
Track Drill	4-3/4 in.	205	11.25	2,306.25		
Track Drill	4-1/2 in.	205	9.35	1,916.75		
Jackhammers	75 Lbs.	12	0.75	9.00		
Water Pump	4 in.	26	1.95	50.70		
Welder	300 Amp.	5	2.80	14.00		
	Equipment			$57,192.03	$ 8,573.80	$ 65,770.83
Mobilization & Demobilization				1,989.68	298.45	2,288.13
Materials				5,784.17	867.63	6,651.80
Working Foremen, including benefits & overtime (3)				2,877.52	431.63	3,309.15
Laborers, including benefits and overtime (3)				7,940.17	1,191.12	9,131.89
Operators, including benefits & overtime (3)				8,866.20	1,329.93	10,196.13
Teamsters, including benefits & overtime (3)				7,998.50	1,199.78	9,198.28
Travel & allowances (5)				889.00	133.35	1,022.35
	Subtotals			$93,557.87	$14,030.69	$107,588.56
	TOTAL					$107,588.56

(1) A.G.C. Rental Rates on Equipment on all shifts.

(2) In accordance with State of Oregon - Associated General Contractors agreement under which, by verbal agreement, this work was performed.

(3) Benefits and Overtime paid at rates set forth by applicable union agreements with participating contractors. Labor paid at applicable union rates.

(5) Travel allowances paid at applicable union rates.

ESTIMATE OF COST EMERGENCY REPAIR SHERMAN HIGHWAY SHERMAN & WASCO COUNTIES

Contractor:

Item	Size	Hours	(1) Rate	Cost	(2) 15% Cont. Allow.	Total Cost
Robert Nelson:						
Tractor w/Dozer	97 HP	21½	$12.85 /	$276.28		
	Equipment			$276.28	$41.44	$317.72
Operators, including overtime (6)				154.10	23.12	177.22
	Subtotals			$430.38	$64.56	$494.94
		TOTAL				$494.94
Cecil H. Jensen:						
Tractor w/Dozer	55 Hp	3	$ 7.35 /	$ 22.05		
	Equipment			$ 22.05	$ 3.31	$ 25.36
Operators, including overtime (6)				27.60	4.14	31.74
	Subtotals			$ 49.65	$ 7.45	$ 57.10
		TOTAL				$ 57.10
Donald D. Earl:						
Tractor w/Dozer	50 HP	13	$ 8.25 /	$107.25		
	Equipment			$107.25	$16.09	$123.34
Operators, including overtime (6)				59.80	8.97	68.77
	Subtotals			$167.05	$25.06	$192.11
		TOTAL				$192.11
F. F. Baldwin:						
Front End Loader	3/4 Cu.Yd.	12	$ 6.15 /	$ 73.80		
Dump Truck	5 Cu.Yd.	12	4.90 /	58.80		
	Equipment			$132.60	$19.89	$152.49
Operators, including overtime (6)				53.76	8.06	61.82
Teamsters, including overtime (6)				45.36	6.80	52.16
Travel and allowances (7)				16.52	2.48	19.00
	Subtotals			$248.24	$37.23	$285.47
		TOTAL				$285.47

(1) A.G.C. Rental Rates on Equipment on all shifts.
(2) In accordance with State of Oregon - Associated General Contractors agreement under which, by verbal agreement, this work was performed.
(6) Contractor did not ask for reimbursement for Taxes, Insurance, or Employees' Health, Welfare, and Pension Benefits. Overtime and Labor paid at applicable union rates.
(7) Travel allowance paid at rate of 1 hour of straight time per man per day.

ESTIMATE OF COST — EMERGENCY REPAIR — SHERMAN HIGHWAY — SHERMAN & WASCO COUNTIES

Contractor: Item	Size	Hours	(1) Rate	Cost	(2) 15% Contr. Allow.	Total Cost
Winnell-McNamara-Hannink & Pullen:						
Tractor w/Dozer	224 HP	69	$22.90 ✓	$1,580.10		
Front End Loader, 4-whl.	3 Cu.Yd.	39	13.25 ✓	516.75		
Backhoe, Crawler	3/4 Cu.Yd.	8	11.20 ✓	88.00		
Dump Trucks	18 Cu.Yd.	92	26.00 ✓	2,392.00		
Dump Trucks	15 Cu. Yd.	20	23.00 ✓	460.00		
Fuel Truck	1,500 Gal.	6½	3.49 ✓	[illegible]		
	Equipment			$5,092.43	$ 763.[illegible]	$5,856.35
Laborers, including overtime and benefits (3)				104.10	15.62	119.72
Operators, including benefits and overtime (3)				1,000.54	150.08	1,150.62
Teamsters, including benefits and overtime (3)				806.71	121.01	927.72
Mechanic overtime (8)				222.20	33.33	255.53
	Subtotals			$7,226.03	$1,083.91	$8,309.93
	TOTAL					$8,309.93

* * * * * * * * * * * * * * * *

Humboldt Loggers:						
Tractor w/Dozer	50 HP	121	$ 8.25 ✓	$ 998.25		
Tractor w/Ripper	235 HP	65½	26.35 ✓	1,725.97		
Front End Loader, Crawler Type	3 Cu.Yd.	57	22.50 ✓	1,282.50		
Front End Loader, 4-whl.	3 Cu.Yd.	41½	13.25 ✓	549.88		
Dump Trucks	10 Cu.Yd.	171	11.00 ✓	1,881.00		
Pickup Trucks	1/2 Ton	106½	1.80 ✓	191.70		
LoBoy Truck	41 Ton	24½	15.40 ✓	377.30		
Pilot Car	Sedan	1	1.80 ✓	1.80		
	Equipment			$ 7,008.36	$1,051.25	$ 8,059.61
Working Foremen, including benefits and overtime (3)				848.17	127.23	975.40
Laborers, including benefits and overtime (3)				467.32	70.10	537.42
Operators, including benefits and overtime (3)				2,217.69	332.65	2,550.34
Teamsters, including benefits and overtime (3)				1,269.66	190.45	1,460.11
Travel and allowances (9)				648.00	97.20	745.20
	Subtotals			$12,459.20	$1,868.88	$14,328.08
	TOTAL					$14,328.08

(1) A.G.C. Rental Rates on Equipment on all shifts.
(2) In accordance with State of Oregon - Associated General Contractors agreement under Which, by verbal agreement, this work was perfor[illegible].
(3) Benefits and Overtime paid at rates as set forth in applicable union agreements with participating contractors. Labor paid at applicable union [illegible].
(8) Mechanics & Mechanic Foremen paid overtime only. At rate: Overtime rate minus straight time rate.
(9) Travel paid, by verbal agreement, at $9.00 per day per man working over 30 miles from Tygh Valley, Oregon.

ESTIMATE OF COST EMERGENCY REPAIR SHERMAN HIGHWAY SHERMAN & WASCO COUNTIES

Contractor: Item	Size	Hours	(1) Rate	Cost	(2) 15% Contr. Allow.	Total Cost
Cody Logging Company:						
Front End Loader, 4-whl.	3 Cu.Yd.	34	$13.25	$ 450.50		
	Equipment			$ 450.50	$ 67.58	$ 518.08
Operators, including benefits and overtime (3)				313.29	47.74	366.03
Travel allowance (10)				27.60	4.14	31.74
	Subtotals			$ 790.99	$ 119.46	$ 915.85
		TOTAL				$ 915.85
Ken Reavy:						
Dump Trucks	10 Cu.Yd.	52	$11.00	$ 572.00		
	Equipment			$ 572.00	$ 85.80	$ 657.80
Teamsters, including overtime (11)				422.93	63.44	486.37
Travel and allowances (10)				46.56	6.98	53.54
	Subtotals			$ 1,041.49	$ 156.22	$ 1,197.71
		TOTAL				$ 1,197.71
Powers' Construction Company:						
Crane, Truck	45 Ton	41½	$34.00	$ 1,411.00		
LeBoy Truck	41 Ton	15	15.40	231.00		
Pickup Truck	1/2 Ton	31	1.80	55.80		
	Equipment			$ 1,697.80	$ 254.67	$ 1,952.47
Operators, including benefits and overtime (3)				492.89	73.93	566.82
Teamsters, including benefits and overtime (3)				119.84	17.98	137.82
Repair structures, including Labor (3), Equipment, and Materials (2)				15,709.86	2,356.48	18,066.34
Transportation and Subsistance (12)				160.00	24.00	184.00
	Subtotals			$18,180.39	$2,727.06	$20,907.45
		TOTAL				$20,907.45

(1) A.G.C. Rental Rates on Equipment on all shifts.
(2) In accordance with State of Oregon - Associated General Contractors agreement under which, by verbal agreement, this work was performed.
(3) Benefits and Overtime paid at rates as set forth by applicable union agreements with participating contractors. Labor paid at applicable union rates.
(10) Travel allowance paid, by verbal agreement, at rate of twice (2 x) straight time rate per man per day.
(11) Contractor did not ask for reimbursement for Employees' Health, Welfare, & Pension Benefits. Overtime paid at union rates.
(12) By agreement, Operators paid $14.00 per day per man subsistance; Teamsters paid $10.00 per day per man subsistance. No other travel allowances given.

ESTIMATE OF COST — EMERGENCY REPAIR — SHERMAN HIGHWAY — SHERMAN & WASCO COUNTIES

Contractor: Item	Size	Hours	(1) Rate	Cost	(2) 15% Contr. Allow.	Total Cost
Lynch Valley Sand & Gravel:						
Dump Trucks	10 Cu.Yd.	24	$11.00 /	$264.00		
Dump Trucks	6 Cu.Yd.	25½	6.30 /	179.55		
	Equipment			$443.55	$ 66.53	$510.08
Teamsters, including overtime (11)				25[illegible]	30.16	29[illegible]
Travel allowances (10)				[illegible]	6.09	52[illegible]
	Subtotals			$74[illegible]	$111.58	[illegible]
	TOTAL					$855.47

(1) A.G. C. Rental Rates on Equipment on all shifts.

(2) In accordance with State of Oregon - Associated General Contractors agreement under which, by verbal agreement, this work was performed.

(10) Travel paid at rate of twice (2 x) the straight time rate per man per day.

(11) Contractor did not ask for reimbursement of Employees' Health, Welfare, & Pension Benefits. Labor paid at applicable union rates. Overtime paid as set forth by applicable union agreements with participating contractors.

Form A-105—3M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project [illegible] Federal funds [illegible]
Date FEB 2 - 1965
[illegible] State Highway Engineer
U.S. Bureau of Public Roads

Order No. 1

Project Name Wasco to Shaniko Date February 11, 1965.

Highway Sherman DISTRICT 4-A Contract No. F. A. Project No. ER-107(1)

County Sherman and Wasco DIVISION 4 Prefix 26-4721 38-4715 Account No. Use 100 series

Description of Work To Be Done:

Repair flood damage to the Sherman Highway - Shoulders, fill slopes, pavement, guard rails, ditches.

Location by Station Numbers:

Wasco to De Moss Springs - MP 9.90 to 15.20

Slaughterhouse Creek to Shaniko - - - - - - - - - - - - - - - - - MP 20.80 to 60.7

Estimate of Quantities and Costs:

Labor	$3,793.43
Equipment Rental	2,203.60
Materials and Supplies	11,450.60
Total Costs for S.F.O. work for these sections	$17,450.60

Explanation:

State forces are better equipped for this repair work due to the short and isolated sections needing repair.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line for use of Salem Office
Project authorization	$ -	$17,450.60
Present estimate of project cost, including $17,450.60 for work under this order	$ -	17,450.60
Expected under-run / over-run (amount)	$ -	
Expected under-run / over-run (per cent)	-	

Submitted by: /s/ Richard S. Hawkins, Resident Engineer

Approval Recommended: /s/ G. [illegible] Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ [illegible] H. Young, [illegible] Highway Engineer, Office Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
[illegible] 1965

ER-107(1)
62-87

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 22 1965 By [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Biggs Jct.-Moro 1'xing Date June 4 19 65

Highway Sherman Contract No. 6589

County Sherman Prefix 28-1045

Contractor Vernie Jarl F. A. Project No. ER-107(1)

Address P. O. Box 507, Gresham, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State Participation in Flagging Costs

Work has not been started.

Location by station numbers:

Throughout the project.

Estimate of quantities and cost:

Flagging (State Share: 57½%) $1,500.00
(Surfacing & Paving only)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Authority for this work is provided for in the Special Provisions and Project Authorization of the Contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 315,099.00
Present estimate of project cost, including $ 1,500.00 for work under this order	$ 315,099.00
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Lowell M. Stratton
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

orig to Young 6-25-65

RECEIVED
JUN 4 - 1965
FOR FILING
ER 107 (1)
1587

June 4, 1965

Mr. G. H. Baker
General Manager
Northwestern District
Union Pacific Railroad Company
622 Pittock Block
Portland, Oregon 97205

Dear Sir:

Your File: C 315-2-78
State Contract No. 6587

Enclosed is a signed copy of the Permit of Entry granting the State permission to enter upon your property to reconstruct the Sherman Highway which was damaged by the Christmas flood of last year.

We accept the four conditions in your letter but wish to be sure the following is clearly understood:

1. The State will execute your usual form of agreement so long as the rights the Railroad reserves with respect to the easement area are not inconsistent with the State's use of the property. Plans and specifications for this project were sent to you with our letter of May 25, 1965, and we assume an answer will be forthcoming from your office.

2. The State's contractor has been required to provide public liability and property damage insurance as set forth on Pages 8 through 11 of the Special Provisions for this project.

3. The State has no intention of borrowing material from or depositing waste on railroad right-of-way. However, it will be necessary to remove debris from the creek channel and your slopes. We do not consider this type of work "borrowing". It will be necessary to remove debris from several

railroad bridges which cross the creek channel to complete our cleanup of this section. Waste material and debris will be disposed of in a manner not unsatisfactory to the railroad.

4. The State will reimburse the railroad for work made necessary by this contract only.

It is with these understandings that the Oregon Highway Department accepts your attached Permit of Entry.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
T. W. Litchfield
G. E. Rhode
D. H. Moehring
J. F. Putnam
Lowell Stratton

TWL:fp bg

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND, OREGON 97205

May 3, 1965

C 315 - 2 - 78

Mr. Forest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Mr. Cooper:

Reference is made to your request for permission to enter upon Railroad property at various locations between Biggs and Shaniko under your Project ER-107(1) for the purpose of repairing flood damage on Sherman Highway consisting of restoration of road bed to its original line and grading and cleaning channel of Spanish Hollow Creek.

The State is hereby authorized to enter Railroad's right of way to perform such work as necessary, which is indicated on preliminary plans dated March 30, 1965, submitted and approved by our Chief Engineer.

It is understood, of course, that such permission for occupancy in advance of an executed formal agreement by the State and the Railroad will be upon conditions hereinafter stated:

1. That the State will execute our customary form of agreement when presented which will include a provision that the Railroad reserves the right to reposses the easement areas if required in connection with any relocation of its line should rebuilding of line damaged by floods prove desirable, and will perform its work in accordance with plans and specifications approved by the Railroad's Chief Engineer.

2. Before entering upon Railroad's property under the permission herein granted, the State shall furnish or cause its contractor to furnish the Railroad Company with public liability and property damage insurance with maximum limits of not less than $250,000/500,000 in each category in form satisfactory to the Railroad Company.

3. No borrow will be removed from or waste added to Railroad's right of way by the State or its contractor during the course of restoration of highway or cleaning of creek channel.

4. The State shall reimburse the Railroad for all work performed by its forces on the project.

Please indicate acceptance of foregoing conditions by signing in the space below provided and return to me the carbon copy of this letter so signed.

Very truly yours,

E H Baker

Accepted this 4TH day of JUNE, 1965.

STATE OF OREGON

By _____
State Highway Engineer

Signed copy returned

RECEIVED
JUN 7 1965

Form CD-121 (Rev. 1-64) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 3, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-107(1)
Biggs Jct.-Moro U-xing Section
Grading and paving

As requested in Mr. Young's letter of May 25, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of May 20, 1965 in the award of contract No. 6589 to Vernie Jarl, of Gresham, Oregon, low bidder in the amount of $275,488.00 at the May 18, 1965 bid opening.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 26 1965
FOR FILING
E1-1-1(1)
6589

May 25, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of May 20, 1965 is requested in the award of contract for the Biggs Junction-Ibro Undercrossing Section, Project No. 33-107(1).

The contractor receiving the award is Vernis Jarl, Gresham, in the amount of $275,488.00 with the Contract No. 6589 assigned. This bid was received on May 18, 1965 and awarded May 20, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:lt

RECEIVED
MAY 24 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH H. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ER-107 (1)
6-71

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 21, 1965

Vernie Jarl
Gresham
Oregon

Dear Mr. Jarl:

The State Highway Commission on May 20, 1965, awarded to you State Highway Contract No. 6089 for the following project:

Intermittent sections of grading and paving on the Biggs Junction-Moro Undercrossing Section of the Sherman Highway in Sherman County.

This award was based on your bid of $275,488.00 which was submitted to the Commission on May 18, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Mr. F. D. Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)

FORM E-123X SOM 9-64

RECEIVED
APR 27 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WACO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-107(1)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 26, 1965

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

RE: Temporary Easements
Biggs Jct.-Moro Undercrossing Section
Sherman Highway - Sherman County
Project No. ER-107(1)

ATTENTION: Mr. W. G. Johnson

Gentlemen:

Please refer to the writer's letter of March 30, 1965 concerning the subject section.

Herewith you will find one sepia print of Sheets 3, 4, 5 and 6 of the above-captioned plans on which we show shaded in black the temporary easements needed for the duration of this contract.

As discussed between Messrs. Preston and Tabor these easements are needed to allow construction equipment access to our permanent easements and also to reshape creek channel where needed. We do not plan to borrow fill material from any areas included in the proposed temporary easements.

The above information is in response to Mr. Tabor's recent telephone request.

This project is now tentatively scheduled for opening of bids on May 18, 1965, and, therefore, we will appreciate the permit of entry into the areas shown on the attached prints at your earliest convenience.

MORO
R L PORTER

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

Attachments

cc: R. L. Porter
F. B. Klaboe
L. H. Young
W. T. Wright
J. F. Putnam

RECEIVED
APR 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

B P
APR 30 1965
FOR FILING

April 26, 1965

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

08-35.2-BA

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project ER-107(1)
Biggs Jct.-Nero U'xing Sec.
Grading & Paving

P.S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all right-of-way is available for the project with no utility adjustments involved as indicated in Mr. Wright's and Mr. Litchfield's April 16 and April 21, 1965 reports.

Possible use of alternate equipment should be recognized and some means of accomplishing this should be established to avoid controversy.

The use of your Standard Specifications for Asphalt Cements (Revision of January 1965) is approved for use on this specific project.

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64, and Sections 710, 731, 740 and 750 - Guard Rail, etc., dated 3-1-65, Supplemental Standard Specifications is approved for use on this specific project.

Mr. Young's April 22, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Hwy D. Young
w/attach 4-22-65

FORM E-123X SON 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 26, 1965

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Mr. P. W. Schneider
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Gentlemen:

Enclosed are plan title sheets on several projects scheduled for letting May 18, 1965. These projects are more of the emergency restoration jobs that we are trying to clear as rapidly as possible. Your comments will be appreciated on the following:

Mason Dam Section, Sumpter Valley Highway, Baker County.
Jordan Creek-McNamars Camp Section, Wilson River Highway, Tillamook County.
District 3-C Flood Repair, 8 Highways, Josephine and Jackson Counties
Winchester-South Umpqua River Section, Pacific Highway, Douglas County
Tombstone Summit-Sisters Section, Santiam Highway, Linn, Jefferson and Deschutes Counties
Biggs Jct.-Moro U'Xing Section, Sherman Highway, Sherman County.
Marks Creek-John Day Highway Section and Prineville-Crooked River Section, Ochoco and Paulina Highways, Crook County.
Modoc Road-Bybee Bridge Section, Table Rock Road, Jackson County
N.W. Johnson-S.W. Montgomery Section, Stadium Freeway, Multnomah County.

This data is forwarded to satisfy requirements of the Bureau of Public Roads in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Attachments.
BG:fp
cc: F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
R. D. Asburry (2)
L. R. Chandler (6)
J. F. Putnam (6)
A. F. Parson (2)

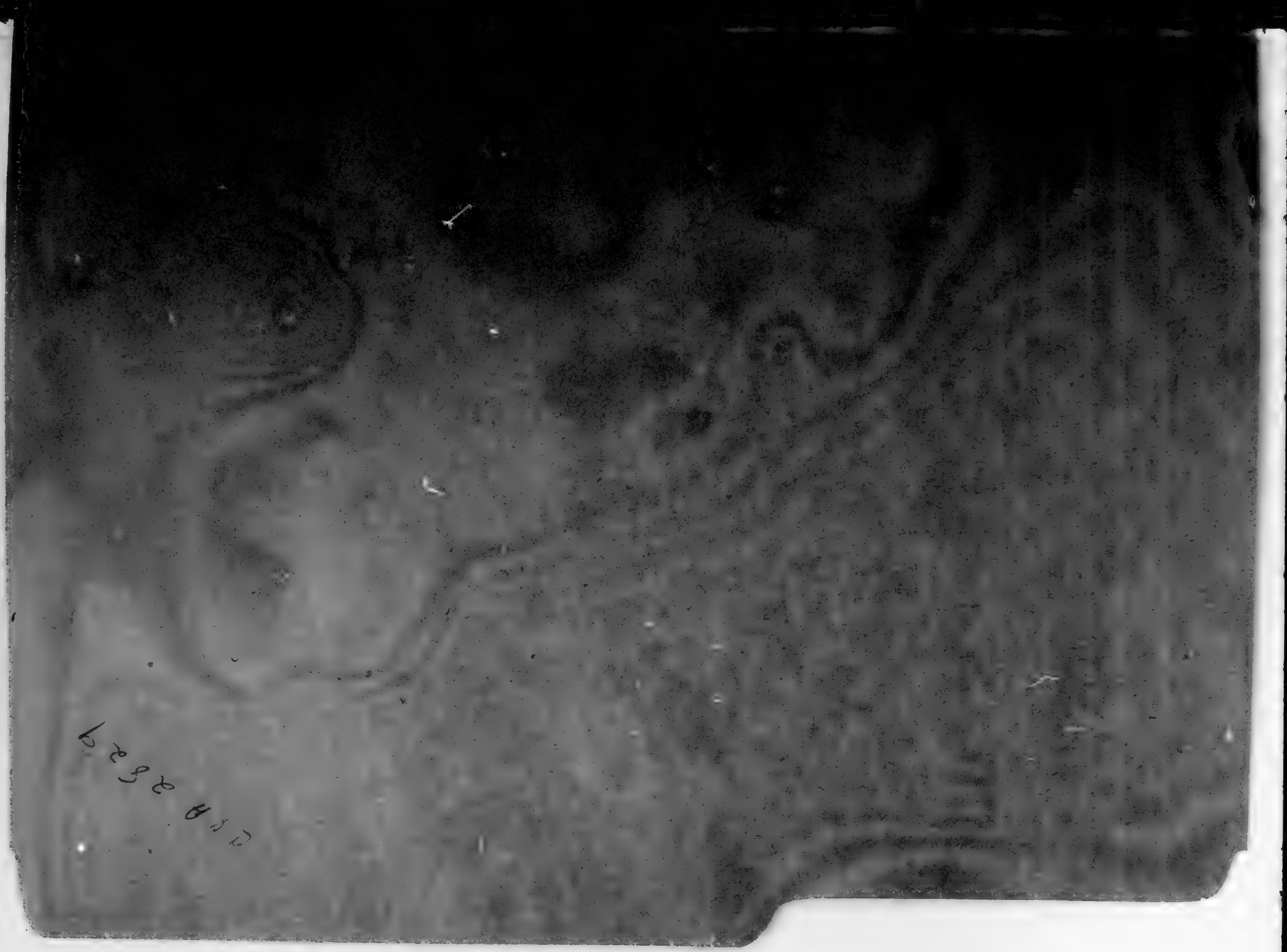
Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

36-1602	Traffic Signal Install., Inters. of West First St. &	1965
#6590	Main St. in Newberg	



RECEIVED
OCT 12 1965
FOR FILING

36-1602
6540

October 11, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6590 awarded to Madsen and Stokes Electrical Contractors for traffic signal installation in Newberg at West First Street and Main Street on the Pacific Highway West in Yamhill County, was completed on August 31, 1965, and accepted by the Highway Commission on October 4, 1965.

Final payment in the amount of $412.50 will be released to the contractor after October 18, 1965. The total contract amount is $6,879.78 including $4.78 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Em

cc Madsen & Stokes Electrical Contractors
P. O. Box 280
Roseburg, Oregon

Fred York
1200 High Street
Eugene, Oregon
L. H. Young
C. H. Maisen
Attn: John Herr

RECEIVED
OCT 5 - 1965
FOR FILING

36-1602

6470

October 4, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 31, 1965, on Contract No. 6590. The contract was with Hudson and Johnson, Electrical Contractors, and was for a traffic signal installation in the city of Roseburg on the Pacific Highway West in Yamhill County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective October 4, 1965, and that you concur in this procedure at the Commission meeting on November 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
F. B. Crandall
C. H. Maison
R. D. Asburry

bg

RECEIVED
MAY 24 1965
FOR FINAL

COMMISSIONERS
[illegible], CHAIRMAN
KENNETH H. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 21, 1965

Madson and Stokes Electrical Contractors
P. O. Box 280
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on May 20, 1965, awarded to you State Highway Contract No. 6590 for the following project:

Traffic signal installation at the intersection of West First Street and Main Street in the City of Newberg in Yamhill County.

This award was based on your bid of $8,250.00 which was submitted to the Commission on May 18, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Mr. F. D. Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)
Mr. I. D. Merchant

MISC. CONTRACTS and AGREEMENTS No. 2829

RECEIVED
MAY 20 1965

FOR FILING

36-1602

4590

Salem, Oregon
April 23, 1965

Agenda Item 4-b
Traffic Signal Installation
First & Main Sts.
Newberg, Oregon

Mr. F. E. Crandall
Traffic Engineer
Building

Attention: Mr. L.E. George
Ass't. Traffic Engineer

Attached is a partially signed copy of an agreement with the City of Newberg covering traffic signal installation at the intersection of First and Main Street in Newberg.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Newberg.

Secretary
OREGON STATE HIGHWAY COMMISSION

FH
Attach" 1

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MAR 18 1965
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136:V6c2
1
6594

March 18, 1965

Oregon State Highway Commission

3134

Gentlemen:

The City of Newberg has requested a traffic signal at the intersection of First and Main Streets in that city. An investigation has been made which indicates that such an installation is warranted.

An agreement has been prepared and executed with the City by which the State will install a fully actuated traffic signal at its expense with the City agreeing to pay half the cost, maintain the installation, and pay for all electrical energy. The estimated cost of this signal installation is $10,000 - State's share, $5,000. We recommend your approval of the agreement and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the April 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. B. Crandall
E. S. Hunter
R. N. Bothman
A. E. Johnson
njc fn

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FEB 15 1965
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3130

February 15, 1965

Mr. M. C. Gilbert
Finance Officer
City Hall
Newberg, Oregon

Dear Mr. Gilbert:

This will acknowledge your letter of February 2 stating that the City Council has authorized the installation of a traffic signal at the intersection of First and Main Streets, and that the City will pay one-half of the cost of the installation.

There are attached two copies of a State-City agreement covering the proposed installation. Please present the agreement at your next Council meeting, and if approved, have the proper officials affix their signatures on both copies and return them to this office. It will also be necessary for the Council to adopt a resolution authorizing you and the Mayor to enter into the agreement.

You will note on Page 3, Paragraph 2, under "THINGS TO BE DONE BY CITY", that an advance deposit in the amount of $5,000 is to be submitted with the agreement. This should be in the form of a certified check or warrant made payable to the Oregon State Highway Commission.

The plans for this installation are being prepared and will be discussed with City officials prior to calling for bids.

Very truly yours,

Attachments

Forrest Cooper
State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
A. E. Johnson

By

Tom Edwards
Assistant State Highway Engineer

VPJ:scr jwa

CITY OF NEWBERG
414 EAST FIRST STREET
NEWBERG, OREGON

CITY OF NEWBERG OREGON 1893

February 2, 1965

Mr. Tom Edwards, Asst. State Highway Eng.
State of Oregon
Highway Department

Dear Mr. Edwards:

Please be advised the Council of the City of Newberg has authorized the installation of a traffic control signal at the intersection of First and Main Streets.

Further they have agreed to pay one-half of the costs up to $5000.

Very truly yours,

M.C. GILBERT,
Finance Officer

MCG:1

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FEB 3 - 1965
TRAFFIC ENGINEERING

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FEB - 3 1965
OREGON
STATE HIGHWAY COMMISSION

4-6613 Astoria Ferry Channel, Oregon 1965
Coast Hwy.
#6591

RECEIVED
SEP 3 - 1965
FOR FILING
4-6613
6-4-1

Salem, Oregon
September 2, 1965

Increase in Project Authorization

George Danforth
Resident Highway Engineer
P. O. Box 169
Tillamook, Oregon 97103

This is to advise you that at its meeting of August 23, 1965 the Highway Commission approved an increase of $4,161.16 in project authorization on Contract No. 6591, Astoria Ferry Channel Section of the Oregon Coast Highway in Clatsop County.

The new authorization for construction is $27,448.66. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

cc: R. D. Ashberry

NKG:cd

RECEIVED
SEP 1 - 1965
FOR FILING
4-6613
6591

September 1, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On August 9, 1965, we wrote to you concerning release of final payment on Contract No. 6591 awarded to Port of Astoria for dredging the Astoria Ferry Channel on the Oregon Coast Highway in Clatsop County.

Final payment on this contract is $7,393.21 and the total contract amount is $27,058.21. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Port of Astoria
Portway Street
Astoria, Oregon 97103

C. H. Maison
Attn: John Herr

RECEIVED
AUG 16 1965
FOR FILING
6591

August 16, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6591, the Astoria Ferry channel dredging project on the Oregon Coast Highway in Clatsop County, is anticipated. The Port of Astoria is the contractor. The original project authorization was $23,287.50 and the present anticipated cost is $27,448.66 indicating an overrun of $4,161.16 or 15 percent.

The overrun is due to underestimating the bid item for dredge excavation below planned elevation.

This request for additional authorization will be presented to you at the August 23 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Adburry

DES:jkk/FBK:srb bg

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AUG 9 - 1965
FOR FILING
4-6613
6591

August 6, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed June 12, 1965, on Contract No. 6591. The contract was with Port of Astoria and was for dredging on the Astoria Ferry Channel Section of the Oregon Coast Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective August 6, 1965, and that you concur in this procedure at the Commission meeting on August 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

RECEIVED
SEP 1 - 1965

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

4-6613

Project Name Astoria Ferry Channel Date August 5, 1965

Highway 6(4) Oregon Coast Contract No. 6591

County Clatsop Kind of Work Dredging Contractor Port of Astoria

Contract Amount $ 20,700.00

Expected over-runs [redacted] in contract items:

Major items, itemized:	Quantity	Unit Price	Amount
Dredge Excavation	+ 15,358	$0.414	$6,358.21

Minor items, unitemized algebraic total ..... None

Subtotal ..... $ 27,058.21

Approved work orders (Price, extra work and state force orders) ..... $ —

Expected over-runs and under-runs in work orders:

Major items, itemized:	Amount
	None

Minor items, unitemized algebraic total ..... —

Subtotal ..... $ 27,058.21

Authorization for engineering ..... $ 1,656.00

Expected [redacted] under-run of engineering authorization ..... - $ 1,265.55

Costs not included above (explain) ..... $ —

Allowance for future contingencies (_____% of work remaining) ..... $ —

Credits to come from transfers and deductions ..... $ —

Present estimate of project cost ..... $ 27,448.66

Brief Statement of principal causes of over-run:

Original estimate of overdepth excavation was in error.
Original estimate showed 2,130 cubic yards excavation and should have shown 21,300 cubic yards.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 23,287.50
Present estimate of project cost	$ 27,448.66
Expected over-run (Amount)	$ 4,161.16
Expected over-run (per cent)	15%

Space to right of this line is for use of Salem office.

Submitted by: George Danforth
Resident Engineer

Noted by: _____
Construction or Bridge Engineer

Confirmed by: _____
Division Engineer

Noted by: _____
Deputy or Assistant State Highway Engineer

State Printing 62181

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JUL 29 1965

4-6613
6591

July 29, 1965

Mr. William J. Talbot
Colonel, Corps of Engineers
District Engineer
628 Pittock Block
Portland, Oregon 97205

Dear Sir:

This is to advise you that dredging work was completed on the Astoria-Megler Ferry channel in Clatsop County, State Highway Contract No. 6391.

Authorization by the Secretary of the Army to dredge the channel was received from your office April 29, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

WH: ds

cc: F. D. Morgan

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Astoria Ferry Channel		WEEK ENDING: June 18, 1965 #2
		SECTION PREFIX: 4-6613
HIGHWAY: Oregon Coast		COUNTY: Clatsop
NAME OF JOB: Astoria Ferry Channel	KIND OF WORK: Dredging	
CONTRACTOR: Port of Astoria	CONTRACT NUMBER: 6591	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 20, 1965	DATE WORK STARTED: June 7, 1965	ESTIMATED COMPLETION DATE: June 12, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 8 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: June 15, 1965	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 23,287.50	ENGINEERING AUTHORIZATION: $ 1,656.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 21,631.50	ENGINEERING COST TO DATE: $ 245.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,631.50		DATE PROJECT WAS COMPLETED: June 12, 1965
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0.0 %	PERCENT OF AUTHORIZATION: 14.8 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Dredge

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY	Cloudy		0	(June 12, 1965)

CONSTRUCTION DIVISION
JUN 22 1965
W E
BEN G. ...ORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

(June 13) SUNDAY	Moved dredge from site.
(June 14) MONDAY	(Fathometers were run on the Ferry Channel to determine quantity and location)
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
(June 12) SATURDAY	Finished work on dredging in the P.M.

REMARKS

The Port of Astoria finished working on the Ferry Channel Saturday evening and moved the Dredge out the following Sunday.

George Danforth
Res. Br. Engr.

SIGNED _____ LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
MAY 24 1965
FOR FILING

COMMISSIONERS
GLENN D. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

4 6613

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 21, 1965

Port of Astoria
P. O. Box 569
Astoria, Oregon 97103

Gentlemen:

The State Highway Commission on May 20, 1965, awarded to you State Highway Contract No. 6591 for the following project:

Astoria Ferry Channel of the Oregon Coast Highway near Astoria in Clatsop County.

This award was based on your bid of $20,700.00 which was submitted to the Commission on May 18, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Mr. F. D. Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)

ER-111(1) Marks Cr.-John Day Hwy. Jct. 1965
& Prineville-Crooked River Secs.,
#6592 Ochoco & Paulina Hwys.

RECEIVED
FEB 16 1966
FOR FILING
ER-111(1)
6492

February 15, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6592 awarded to Roy Norquist for grading and structure on the Marks Creek-John Day Highway Junction and Prineville-Crooked River Sections of the Ochoco and Paulina Highways in Crook, Wheeler and Grant Counties was completed on October 6, 1965, and accepted by the Highway Commission on February 14, 1966.

Final payment in the amount of $3,931.40 will be released to the contractor after February 23, 1966. The total contract amount is $77,695.06 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Roy Norquist
1327 "L" Street
Sweet Home, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 15 1966
FOR FILING
ER-111(1)
6592

February 14, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed October 6, 1965, on Contract No. 6592. The contract was with Ray Ecrquist and was for grading and a structure on the Marks Creek-John Day Highway Junction and Prineville-Crooked River Sections on the Ochoco and Paulina Highway in Crook, Grant and Wheeler Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 14, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam
A. F. Parson

bg

STATE COPY

Monthly transaction number	PR-2A (Rev. 8-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
2-8-7		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
6592 6	(PPM 21-7) 2-2-66	Crook & Wheeler
		Project number ERFO-111(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 29, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 228,537.00

Revised Federal funds $ 228,537.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2nd day of February, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M. K. Laloe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal Aid
Project No. ERFO-111(2)

S. W. BOUNDARY-N. E. BOUNDARY (OCHOCO NATIONAL FOREST)

SECTION OF THE OCHOCO HIGHWAY IN CROOK AND WHEELER COUNTIES

(Estimate as a basis for modification of project agreement. Based on low bid prices, estimated costs of temporary and permanent repair by State Forces and negotiated equipment rental.)

Salem, Oregon, November 5, 1965

Type Code 0010
Roadway (M.P. 33.45 to M.P. 47.7)(Contract No. 6592)

Moving Costs	All Required (35%)		$ 962.50
Front End Loader	128 hr.	$ 16.50	2,112.00
Tractor, 185 H.P. with Dozer & Ripper	103 hr.	34.00	3,502.00
Tractor, 75 H.P. with Dozer	50 hr.	20.00	1,000.00
Blade Grader	61 hr.	16.50	1,006.50
Truck, Dump	316 hr.	13.50	4,266.00
Wagon Drill, Track Mounted	45 hr.	17.50	787.50
Air Compressor	45 hr.	17.50	787.50
Pessierman	45 hr.	6.00	270.00
Laborer	250 hr.	5.10	1,275.00
Explosives	1,630 lb.	0.48	782.40
	Subtotal		$ 18,426.00
	Engr& Cont.		1,674.60
	Total		$ 18,426.00

Type Code X061
Marks Cr. Br. (#7650-A)(Sta. 818+00 to Sta. 818+60)(Contract No. 6592)

Remove Old Bridge	All Required		$ 3,000.00
Furnish 10 BP 42 Steel Piling	240 lin.ft.	$ 5.00	1,200.00
Drive Steel Piles	12 only	170.00	2,040.00
Splice Steel Piles	3 only	75.00	225.00
Class "A" Concrete	All Required		10,000.00
60' to 65' Type II Prestressed Beams	6 only	1,110.00	6,660.00
Metal Reinforcement	All Required		3,192.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	5.00	150.00
			$ 26,467.00
Guard Rail (State Forces)	All Required		$ 2,000.00
Cons't Detour (State Forces)	All Required		7,500.00
	Subtotal		$ 35,967.00
	Engr. & Cont.		3,596.00
	Total		$ 39,563.00

Type Code 2010
Roadway (Sta. 701+00 to Sta. 712+00)(Sta. 833+00 to Sta. 842+50)(Contract No. 6726)

Clearing and Grubbing	All Required			$ 1,500.00
General Excavation, Unclassified (Unit "A")	20,300 cu.yd.	$	0.92	18,676.00
Toe Trench Excavation, Unclassified	600 cu.yd.		0.90	540.00
Embankment in Place (Unit "B")	6,400 cu.yd.		0.50	3,200.00
Rock Backfill	19,500 cu.yd.		1.20	23,400.00
Trench Excavation	730 cu.yd.		2.50	1,825.00
Special Backfill in Drains	210 cu.yd.		10.00	2,100.00
Watering	90 M-gal.		2.50	225.00
Obliteration of Roadway	6 sta.		100.00	600.00
Grid Rolled Material in Base	2,500 cu.yd.		1.57	3,925.00
3/4" - 0 Material in Stone Leveling Course	1,130 cu.yd.		4.13	4,666.90
Loose Riprap	1,000 cu.yd.		1.20	1,200.00
Special Loose Riprap	440 cu.yd.		2.20	968.00
8-inch Metal Perf. Drain Pipe	1,150 lin.ft.		3.25	3,737.50
12-inch Metal Perf. Drain Pipe	130 lin.ft.		4.50	585.00
Guard Rail	150 lin.ft.		4.00	600.00
Type 2 Barricade	300 lin.ft.		3.75	1,125.00
Rail End Pieces	4 only		7.50	30.00
Extra Guard Rail Posts	22 only		12.50	275.00
Salvaging Type 2 Barricade	300 lin.ft.		2.50	750.00
Guard Rail-Salvaged Type 2 Barricade	300 lin.ft.		2.50	750.00
	Subtotal			$ 70,678.40
Flagging (57½ of Contractor's Costs)				$ 2,000.00
O-7 Oil Mat (State Force)				400.00
	Subtotal			$ 2,400.00
	Subtotal			$ 73,078.00
	Engr. & Cont.			7,307.00
	Total			$ 80,375.00

Type Code X080
Marks Cr. Bridge (#7651A)(Sta. 836+30 to Sta. 836+90)(Contract No. 6726)

Remove Old Bridge	All Required			$ 1,545.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.	$	6.02	1,806.00
Drive Steel Piles	12 only		113.30	1,359.60
Splice Steel Piles	3 only		41.20	123.60
Class "A" Concrete (103 cu.yd.)	All Required			10,712.00
60' to 65' Type 2 Prestressed Beams	6 only		1,081.50	6,489.00
Metal Reinforcement (18,200 lbs.)	All Required			2,678.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	30 lin.ft.		4.12	123.60
	Subtotal			$ 24,836.80
	Engr. & Cont.			2,483.20
	Total			$ 27,320.00

Roadway (Contract 6592)	14.209 Miles (Intermittent)
Roadway (2nd Contract)	0.388 Miles
Structure #7650A	0.011 Miles
Structure #7651A	0.011 Miles
Total Miles	14.619 Miles (Intermittent)

Type Code 6201
Flood Repair Temporary & Permanent (M.P. 33.45 to M.P. 53.03)

Temporary		
Negotiated Equipment, Labor and Materials	All Required	$ 34,670.00
State Force Equipment, Labor and Materials	All Required	20,498.00
		$ 55,168.00
Permanent		
Approved State Force Order	All Required	$ 7,685.00
		$ 62,853.00

Total length of temporary and permanent repair - 19.58 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds
Roadway (Contract #6592)	$ 18,426.00	$ 18,426.00
Marks Creek Bridge #7650	39,563.00	39,563.00
Roadway (Contract #6726)	80,375.00	80,375.00
Marks Creek Bridge #7651A	27,320.00	27,320.00
Temporary and Permanent Repair	62,853.00	62,853.00
	$228,537.00	$ 228,537.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes			
	7-1039	7-4408	35-4410
	7-1040	7-4508	35-4510
		7-4708	35-4710

There was no Phase 1 report submitted on this project. We used the costs on the books to arrive at the amount of the temporary work.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

RECEIVED
NOV 3 1965
BUREAU OF PUBLIC ROADS

PROJECT REPORT NO.
FOR FILING 6592

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-29-65

STATE: Oregon

COUNTY: Crook & Wheeler

PROJECT NO.: ERPO-111(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, 14 mi. E. to 34 mi. E. of Prineville.

Copy in 6720

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-3-65	14.619
OTHER *(Specify)*		

FUNDS — Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 173,369.00	$ 173,369.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Clarkson

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 29 1965

Oregon State Highway Department

Federal Aid
Project No. ERFO-111(2)

S.W. BOUNDARY-N.E. BOUNDARY (OCHOCO NAT. FOREST) SEC. OF THE OCHOCO HIGHWAY IN CROOK AND WHEELER COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices and approved State Force Orders.)

Salem, Oregon, October 19, 1965

Type Code 0010
Roadway (M.P. 33.45 to M.P. 47.7)(Contract No. 6592)

Moving Costs	All Req. (35%)		$ 962.50
Front End Loader	128 hours	$ 16.50	2,112.00
Tractor, 185 H.P., with Dozer and Ripper	103 hours	34.00	3,502.00
Tractor, 75 H.P., with Dozer	50 hours	20.00	1,000.00
Blade Grader	61 hours	16.50	1,006.50
Truck, Dump	316 hours	13.50	4,266.00
Wagon Drill, Track Mounted	45 hours	17.50	787.50
Air Compressor	45 hours	17.50	787.50
Powderman	45 hours	6.00	270.00
Laborer	250 hours	5.10	1,275.00
Explosives	1,630 lbs.	0.48	782.40
	Subtotal		$ 16,751.40
	10% Engr. & Cont.		1,674.60
	Total		$ 18,426.00

Type Code 0061
Marks Cr. Br. (#7650A)(Sta. 818+00 to Sta. 818+60)
(Contract No. 6592)

Remove Old Bridge	All Req.		$ 3,000.00
Furnish 10 BP 42 Steel Piling	240 lin.ft.	5.00	1,200.00
Drive Steel Piles	12 only	170.00	2,040.00
Splice Steel Piles	3 only	75.00	225.00
Class "A" Concrete	All Req.		10,000.00
60' to 65' Type II Prestressed Beams	6 only	1,110.00	6,660.00
Metal Reinforcement	All Req.		3,192.00
6-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	5.00	150.00
			$ 26,467.00
Guard Rail (State Force)	All Req.		2,000.00
Const. Detour (State Force)	All Req.		7,500.00
	Subtotal		$ 35,967.00
	10% Engr. & Cont.		3,596.00
	Total		$ 39,563.00

Type Code 2010
Roadway (Sta. 701+00 to Sta. 712+00)(Sta. 833+00 to Sta. 842+50)(Contract No. 6726)

Clearing and Grubbing	All Req.		$ 1,500.00
General Excavation, Unclassified (Unit "A")	20,300 cu.yd.	$ 0.92	18,676.00
Toe Trench Excavation, Unclassified	600 cu.yd.	0.90	540.00
Embankment in Place (Unit "F")	6,400 cu.yd.	0.50	3,200.00
Rock Backfill	19,500 cu.yd.	1.20	23,400.00
Trench Excavation	730 cu.yd.	2.50	1,825.00
Special Backfill in Drains	210 cu.yd.	10.00	2,100.00
Watering	90 M-gal.	2.50	225.00
Obliteration of Roadway	6 sta.	100.00	600.00
Grid Rolled Material in Base	2,500 cu.yd.	1.57	3,925.00
3/4" - 0 Material in Stone Leveling Course	1,130 cu.yd.	4.13	4,666.90
Loose Riprap	1,000 cu.yd.	1.20	1,200.00
Special Loose Riprap	440 cu.yd.	2.20	968.00
8-inch Metal Perf. Drain Pipe	1,150 lin.ft.	3.25	3,737.50
12-inch Metal Perf. Drain Pipe	130 lin.ft.	4.50	585.00
Guard Rail	150 lin.ft.	4.00	600.00
Type 2 Barricade	300 lin.ft.	3.75	1,125.00
Rail End Pieces	4 only	7.50	30.00
Extra Guard Rail Posts	22 only	12.50	275.00
Salvaging Type 2 Barricade	300 lin.ft.	2.50	750.00
Guard Rail-Salvaged Type 2 Barricade	300 lin.ft.	2.50	750.00
	Subtotal		$ 70,678.40
Flagging (57½ of Contractor's Costs)			2,000.00
O-7 Oil Mat (State Force)			400.00
	Subtotal		$ 2,400.00
	Subtotal		$ 73,078.00
	10% Engr. & Cont.		7,307.00
	Total		$ 80,375.00

Type Code XD80
Marks Cr. Bridge (#7651A)(Sta. 836+30 to Sta. 836+90)
(Contract No. 6726)

Remove Old Bridge	All Req.		$ 1,545.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.	$ 6.02	1,806.00
Drive Steel Piles	12 only	113.30	1,359.60
Splice Steel Piles	3 only	41.20	123.60
Class "A" Concrete (103 cu.yds.)	All Req.		10,712.00
60' to 65' Type 2 Prestressed Beams	6 only	1,081.50	6,489.00

Metal Reinforcement (18,200 lbs.)	All Req.		$ 2,678.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	30 lin.ft.	$ 4.12	123.60
	Subtotal		$ 24,836.80
	10% Engr. & Cont.		2,483.20
	Total		$ 27,320.00

Roadway (Contract 6592)	14.209 miles (Intermittent)
Roadway (2nd Contract)	0.388 miles
Structure #7650A	0.011 mile
Structure #7651A	0.011 mile
Total	14.619 miles (Intermittent)

Type Code 6201
Approved State Force Orders

S.F.O. #2 Permanent Repair	All Req.	$ 7,685.00
		$ 7,685.00

Summary of Funds

Description	Total Cost	Federal Funds
Roadway (Cont. 6592)	$ 18,426.00	$ 18,426.00
Marks Creek Bridge #7650	39,563.00	39,563.00
Roadway (Cont. 6726)	80,375.00	80,375.00
Marks Creek Bridge #7651A	27,320.00	27,320.00
Approved State Force Orders	7,685.00	7,685.00
Subtotal	$173,369.00	$173,369.00
Retained in Authorized Fund Status Temporary and Permanent Repair	55,168.00	55,168.00
Total	$228,537.00	$228,537.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 7-1039; 35-4710; 7-4708
7-1040

Oregon State Highway Department

Federal Aid
Project No. ERFO-111(2)

S. W. BOUNDARY-N. E. BOUNDARY (OCHOCO NAT. FOREST) SEC. OF THE OCHOCO HIGHWAY IN CROOK AND WHEELER COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 13, 1965

Type Code 0010
Roadway (M.P. 33.45 to M.P. 47.7)(Contract No. 6592)

Moving Costs	All Required (35%)		$ 962.50
Front End Loader	128 hours	16.50	2,112.00
Tractor, 185 H.P., with Dozer and Ripper	103 hours	34.00	3,502.00
Tractor, 75 H.P., with Dozer	50 hours	20.00	1,000.00
Blade Grader	61 hours	16.50	1,006.50
Truck, Dump	316 hours	13.50	4,266.00
Wagon Drill, Track Mounted	45 hours	17.50	787.50
Air Compressor	45 hours	17.50	787.50
Powderman	45 hours	6.00	270.00
Laborer	250 hours	5.10	1,275.00
Explosives	1,630 lbs.	0.48	782.40
	Subtotal		$16,751.40
	10% Engr. & Cont.		1,674.60
		Total	$18,426.00

Type Code X081
Marks Cr. Br. (#7650A)(Sta. 818+00 to Sta. 818+60)(Contract No. 6592)

Remove Old Bridge	All Required		$ 3,000.00
Furnish 10 BP 42 Steel Piling	240 lin.ft.	5.00	1,200.00
Drive Steel Piles	12 only	170.00	2,040.00
Splice Steel Piles	3 only	75.00	225.00
Class "A" Concrete	All Required		10,000.00
60' to 65' Type II Prestressed Beams	6 only	1,110.00	6,660.00
Metal Reinforcement	All Required		3,192.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	5.00	150.00
			$26,467.00
Guard Rail (State Forces)	All Required		2,000.00
Const. Detour (State Forces)	All Required		7,500.00
	Subtotal		$35,967.00
	10% Engr. & Cont.		3,596.00
		Total	$39,563.00

Type Code 2010
Roadway (Sta. 701+00 to Sta. 712+00)(Sta. 833+00 to Sta. 842+50)

Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclassified (Unit "A")	20,300 cu.yd.	1.00	20,300.00
Toe Trench Excavation, Unclassified	600 cu.yd.	2.00	1,200.00
Embankment in Place (Unit "B")	6,400 cu.yd.	0.85	5,440.00
Rock Backfill	19,500 cu.yd.	1.75	34,125.00
Trench Excavation	730 cu.yd.	3.00	2,190.00
Special Backfill in Drains	210 cu.yd.	10.00	2,100.00
Watering	90 M-gal.	4.00	360.00
Obliteration of Roadway	6 Sta.	75.00	450.00
Grid Rolled Material in Base	2,500 cu.yd.	2.00	5,000.00
3/4" - 0 Material in Stone Leveling Course	1,130 cu.yd.	3.50	3,955.00
Loose Riprap	1,000 cu.yd.	4.00	4,000.00
Special Loose Riprap	440 cu.yd.	5.00	2,200.00
8-inch Metal Perf. Drain Pipe	1,150 lin.ft.	2.50	2,875.00
12-inch Metal Perf. Drain Pipe	130 lin.ft.	3.75	487.50
Guard Rail	150 lin.ft.	4.00	600.00
Type 2 Barricade	300 lin.ft.	4.00	1,200.00
Rail End Pieces	4 only	6.00	24.00
Extra Guard Rail Posts	22 only	10.00	220.00
Salvaging Type 2 Barricade	300 lin.ft.	1.00	300.00
Guard Rail-Salvaged Type 2 Barricade	300 lin.ft.	1.00	300.00
	Subtotal		$88,326.50
Flagging (57½ of Contractor's Cost)			2,000.00
O-7 Oil Mat (State Force)			400.00
	Subtotal		$90,726.50
	10% Engr. & Cont.		9,072.50
		Total	$99,799.00

Type Code X080
Marks Cr. Br. (#7651A)(Sta. 836+30 to Sta. 836+90)

Remove Old Bridge	All Required		$ 2,000.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.	5.00	1,500.00
Drive Steel Piles	12 only	100.00	1,200.00
Splice Steel Piles	3 only	50.00	150.00
Class "A" Concrete (103 c.y. @ $100.00)	All Required		10,300.00
60' to 65' Type 2 Prestressed Beams	6 only	1,100.00	6,600.00
Metal Reinforcement (18,200 lbs. @ 0.13)	All Required		2,366.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	30 lin.ft.	4.00	120.00
	Subtotal		$24,236.00
	10% Engr. & Cont.		2,423.00
		Total	$26,659.00

Roadway (Contract 6592)	14.209 miles	(Intermittent)
Roadway (2nd Contract)	0.388 mile	(Intermittent)
Structure #7650A	0.011 mile	
Structure #7651A	0.011 mile	
Total Miles	14.619 miles	(Intermittent)

Summary of Funds

Description	Total Cost	Federal Funds
Roadway (Contract 6592)	$ 18,426.00	$ 18,426.00
Marks Creek Bridge #7650	39,563.00	39,563.00
Roadway (2nd Contract)	99,799.00	99,799.00
Marks Creek Bridge #7651A	26,659.00	26,659.00
Subtotal	$184,447.00	$184,447.00
Retained in Authorized Fund Status		
Temporary and permanent work	$ 90,759.00	$ 90,759.00
Permanent	7,685.00	7,685.00
Total	$282,891.00	$282,891.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 7-1039, 7-4408, 7-4508, 35-4410 and 35-4510.

MARKS CREEK BRIDGE

Prestressed Beam Quantities

60' to 65' Type 2 Prestressed Beams

Overhead	All Required		$ 150.00
Class AA Concrete	6 cu.yd.	82.50	495.00
Metal Reinf.	818 lbs.	0.12	98.16
Prestress Wire	706 lbs.	0.50	353.00
			$1,096.16
		Use	$1,200.00

Oregon State Highway Department

Federal-Aid
Project No. ERFO-111(2)

S.W. BOUNDARY-N.W. BOUNDARY (OCHOCO NAT. FOREST) SEC. OF THE OCHOCO HIGHWAY IN CROOK AND WHEELER COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 30, 1965

Type Code 0010
Roadway (MP 33.45 to MP 47.7)(Contract No. 6592)

Moving Costs	All Required (35%)		962.50
Front End Loader	128 hours	16.50	2,112.00
Tractor, 185 HP, with Dozer and Ripper	103 hours	34.00	3,502.00
Tractor, 75 HP, with Dozer	50 hours	20.00	1,000.00
Blade Grader	61 hours	16.50	1,006.50
Truck, Dump	316 hours	13.50	4,266.00
Wagon Drill, Track Mounted	45 hours	17.50	787.50
Air Compressor	45 hours	17.50	787.50
Powderman	45 hours	6.00	270.00
Laborer	250 hours	5.10	1,275.00
Explosives	1,630 lbs.	0.48	782.40
	Subtotal		$ 16,751.40
	10% Engr. & Cont.		1,674.60
	Total		$ 18,426.00

Type Code X081
Marks Cr. Br. (#7650A)(Sta. 818+00 to Sta. 818+60)(Contract No. 6592)

Remove Old Bridge	All Required		$ 3,000.00
Furnish 10 BP 42 Steel Piling	240 lin.ft.	5.00	1,200.00
Drive Steel Piles	12 only	170.00	2,040.00
Splice Steel Piles	3 only	75.00	225.00
Class "A" Concrete	All Required		10,000.00
60' to 65' Type II Prestressed Beams	6 only	1110.00	6,660.00
Metal Reinforcement	All Required		3,192.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	5.00	150.00
			$ 26,467.00

Guard Rail (State Forces)	All Required		$ 2,000.00
Const. Detour (State Forces)	All Required		7,500.00
	Subtotal		$35,967.00
	10% Engr. & Cont.		3,596.00
	Total		$39,563.00

Type Code 2010
Roadway (Sta. 701+00 to Sta. 712+00)(Sta. 833+00 to Sta. 841+50)

Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclass. (Unit "A")	20,300 cu.yd.	1.00	20,300.00
Toe Trench Excavation, Unclass.	600 cu.yd.	2.00	1,200.00
Embankment in Place (Unit "B")	9,700 cu.yd.	0.85	8,245.00
Rock Backfill	19,500 cu.yd.	1.75	34,125.00
Trench Excavation	730 cu.yd.	3.00	2,190.00
Special Backfill in Drains	210 cu.yd.	10.00	2,100.00
Watering	90 M-gal.	4.00	360.00
Obliteration of Roadway	6 Sta.	75.00	450.00
Grid Rolled Material in Base	2,500 cu.yd.	2.00	5,000.00
3/4" - 0 Material in Stone Leveling Course	1,130 cu.yd.	3.50	3,955.00
Loose Riprap	1,300 cu.yd.	4.00	5,200.00
8-inch Metal Perf. Drain Pipe	1,150 lin.ft.	2.50	2,875.00
12-inch Metal Perf. Drain Pipe	130 lin.ft.	3.75	487.50
Guard Rail	60 lin.ft.	4.00	240.00
Type 2 Barricade	380 lin.ft.	4.00	1,520.00
Rail End Pieces	4 only	6.00	24.00
Extra Guard Rail Posts	22 only	10.00	220.00
Salvaging Type 2 Barricade	380 lin.ft.	1.00	380.00
Guard Rail-Salvaged Type 2 Barricade	380 lin.ft.	1.00	380.00
	Subtotal		$ 90,251.50
Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
O-7 Oil Mat. (State Force)	All Required		400.00
	Subtotal		$ 2,400.00
	Subtotal		$ 92,651.50
	10% Engr. & Cont.		9,264.50
	Total		$101,916.00

Type Code X080
Marks Cr. Bridge (#7651A)(Sta. 836+40 to Sta. 836+80)

Remove Old Bridge	All Required		$ 2,000.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	760 cu. yd.	7.00	5,320.00
Structural Excavation, Below Elevation Shown	80 cu.yd.	10.00	800.00
Class "A" Concrete (287 cu.yd. at $90.00)	All Required		25,830.00
3' x 40' to 45' Prestressed Slabs	11 only	800.00	8,800.00
4' x 40' to 45' Prestressed Slabs	1 only	1000.00	1,000.00
Metal Reinforcement (44,900 lbs. at 13¢)	All Required		5,837.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	20 lin.ft.	4.00	80.00
	Subtotal		$ 54,667.00
	10% Engr. & Cont.		5,466.00
	Total		$ 60,133.00

Roadway miles - - - - - - - - - - - - - - - 14.601 miles (Intermittent)
Structure 1 - - - - - - - - - - - - - - - 0.011 miles
Structure 2 - - - - - - - - - - - - - - - 0.007 miles
Total miles - - - - - - - - - - - - - - - 14.619 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Roadway (Cont. 6592)	$ 18,426.00	$ 18,426.00
Marks Creek Bridge #7650	39,563.00	39,563.00
Roadway	101,916.00	101,916.00
Marks Creek Bridge #7651A	60,133.00	60,133.00
Subtotal	$220,038.00	$220,038.00
Retained in Authorized Fund Status		
Temporary and permanent work	$ 55,168.00	$ 55,168.00
Permanent	7,685.00	7,685.00
TOTAL	$282,891.00	$282,891.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 7-1039, 7-4408, 7-4508, 35-4410, 35-4510

MANN'S CREEK BRIDGE

PRESTRESSED SLAB QUANTITIES

3' x 40' to 45' Prestressed Slabs

Overhead	All Required		$	150.00
Class "AA" Concrete	5.3 cu.yd.	70.50		373.65
Metal Reinforcement	346 lbs.	0.12		41.52
Prestress Wire	439 lbs.	0.50		219.50
			$	784.67
	Use		$	800.00

4' x 40' to 45' Prestressed Slabs

Overhead	All Required		$	150.00
Class "AA" Concrete	618 cu.yd.	70.50		479.40
Metal Reinforcement	443 lbs.	0.12		53.16
Prestress Wire	566 lbs.	0.50		283.00
			$	965.56
	Use		$	1,000.00

Oregon State Highway Department

Federal-Aid
Project No. ERFO-111(2)

S.W. BOUNDARY-N.E. BOUNDARY (OCHOCO NAT. FOREST)

SECTION OF THE OCHOCO HIGHWAY IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 26, 1965

Type Code 0010
Roadway (MP 33.45 to MP 47.7)

Moving Costs	All Req. (35%)		$ 3,500.00
Front End Loader	128 hour	$18.00	2,304.00
Tractor (185 H.P.), Dozer and Ripper	103 hour	27.50	2,832.50
Tractor (75 H.P.), Dozer	50 hour	20.00	1,000.00
Blade Grader	61 hour	18.00	1,098.00
Truck, Dump	316 hour	18.00	5,688.00
Wagon Drill, Track-Mounted	45 hour	17.50	787.50
Air Compressor	45 hour	12.00	540.00
Powderman	45 hour	6.50	292.50
Laborer	250 hour	5.50	1,375.00
Explosives	1,630 lb.	0.75	1,222.50
			$20,640.00
Guard Rail Material	All Req.		$ 1,000.00
	Subtotal		$21,640.00
	10% Engr. & Cont.		2,164.00
	Total		$23,804.00

Type Code X081
Marks Cr. Br. (#7650A)(Sta. 818+00 to Sta. 818+60)

Remove Old Bridge	All Req.		$ 3,000.00
Furnish 10 BP 42 Steel Piling	240 lin.ft.	$ 6.00	1,440.00
Drive Steel Piles	12 only	80.00	960.00
Splice Steel Piles	3 only	50.00	150.00
Class "A" Concrete (100 C.Y. @ $90.00)	All Req.		9,000.00
60' to 65' Type 2 Prestressed Beams	6 only	1,200.00	7,200.00
Metal Reinforcement (18,150 lb. @ $0.14)	All Req.		2,541.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	5.00	150.00
			$24,441.00
Guard Rail (State force)	All Req.		$ 1,000.00
Construct Detour (State force)	All Req.		7,500.00
			$ 8,500.00

Subtotal	$32,941.00
10% Engr. & Cont.	3,294.00
Total	$36,235.00

Length of Roadway - - - - - 14.239 Miles (Intermittent)
Length of Structure - - - - 0.011 Mile
Total Length- - - - - - - - 14.050 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$23,804.00	$1,200.00	$22,604.00
Structure	36,235.00	1,800.00	34,435.00
Totals	$60,039.00	$3,000.00	$57,039.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temp. & Perm. Repair not Covered by this Estimate	$69,961.00	$3,500.00	$66,461.00

MARKS CREEK BRIDGE

PROJECT NO. ERFO-111(2)

Prestressed Beam Quantities

60' to 65' Type II Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Conc.	6.0 cu.yd.	$85.00	510.00
Metal Reinf.	818 lb.	0.12	98.16
Prestress Wire	760 lb.	0.50	380.00
			$1,138.16
		USE	$1,200.00

STATE COPY

Monthly transaction number 1-135	FHWA (Rev. 7-67) PR-2A U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 3 #6592	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 1-14-66	County Crook, Grant & Wheeler
		Project number ER-111(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 102,009.00

Revised Federal funds $ 64,719.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of January, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahoe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ER-111(1)

PRINEVILLE-JOHN DAY HWY. JCT. SECTION

OF THE OCHOCO HWY. IN CROOK, GRANT

AND WHEELER COUNTIES

(Estimate as a basis for modification of project agreement. Based on low bid prices, estimated costs of permanent and temporary repairs by State force and negotiated equipment rental.)

Salem, Oregon, December 7, 1965

Type Code 0010
Roadway (MP 31.70-MP 33.45)(MP 61.0-MP 98.39)(Contract No. 6592)

Moving Costs	All Required (30%)		$ 825.00
Front End Loader	121 hour	$16.50	1,996.50
Tractor, 185 HP w/Doser & Ripper	157 hour	34.00	5,338.00
Tractor, 75 HP w/Doser	117 hour	20.00	2,340.00
Blade Grader	94 hour	16.50	1,551.00
Truck, Dump	484 hour	13.50	6,534.00
Wagon Drill, Track Mounted	70 hour	17.50	1,225.00
Air Compressor	70 hour	17.50	1,225.00
Powderman	70 hour	6.00	420.00
Laborer	484 hour	5.10	2,468.40
Explosive	3,190 hour	0.48	1,531.20
	Subtotal		$25,454.10
	Engr. & Cont.		2,544.90
	Total		$27,999.00

Type Code 6201
Flood Repair Temporary and Permanent (MP 19.40-MP 33.45)(MP 53.03-MP 98.39)

Temporary

Negotiated Equipment, Labor and Materials	All Required	$28,630.27
State Force Equipment, Labor and Materials	All Required	29,410.21
		$58,040.48

Permanent

Approved State Force Orders	All Required	$11,555.00
	Subtotal	$69,595.48
	Engr. & Cont.	4,414.52
	Total	$74,010.00

Length of Roadway - - - - 59.4 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway (Contract #6592)	$ 27,999.00	$17,760.00	$10,239.00
Temporary & Permanent Repairs	74,010.00	46,959.00	27,051.00
	$102,009.00	$64,719.00	$37,290.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes:

7-1039	12-4416	35-4410
7-4408	12-4516	35-4510
7-4508	12-4716	35-4710
7-4708		

The Phase I Report which was submitted is incomplete. Estimated costs shown above were taken from accounting records. The negotiated equipment summary items and amounts were taken from contractor's billing vouchers. D.M.S. office costs are not included in this estimate.

RECEIVED
SEP 29 1965
FOR FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-24-65

STATE: Oregon

COUNTY: Crook, Grant and Wheeler

PROJECT NO.: ER-111(1)

PROJECT REPORT NO.: 1 ER-111(1)

~~The State, through its Highway~~ Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Prineville-John Day Hwy. Jct. Section, Ochoco Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-3-65	59.41
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 40,709	$ 25,829.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Shaw

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

EX A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer 9-24-65

Oregon State Highway Department

Federal Aid
Project No. SR-111(1)

PRINEVILLE-JOHN DAY HWY. JCT. OF THE

OCHOCO HIGHWAY IN CROOK, GRANT AND WHEELER COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 20, 1965

Type Code 0010
Roadway (MP 31.7 to MP 33.45)(MP 61.0 to MP 98.39)(Contract No. 6592)

Moving Costs	All Required (30%)			$ 825.00
Front End Loader	121	hours	$16.50	1,996.50
Tractor, 185 H.P. with Dozer and Ripper	157	hours	34.00	5,338.00
Tractor, 75 H.P. with Dozer	117	hours	20.00	2,340.00
Blade Grader	94	hours	16.50	1,551.00
Truck, Dump	484	hours	13.50	6,534.00
Wagon Drill, Track Mounted	70	hours	17.50	1,225.00
Air Compressor	70	hours	17.50	1,225.00
Powderman	70	hours	6.00	420.00
Laborer	484	hours	5.10	2,468.40
Explosives	3,190	hours	0.48	1,531.20
		Subtotal		$25,454.10
		10% Engr. & Cont.		2,544.90
		Total		$27,999.00

Type Code 6201
Approved State Force Orders

SFO #1 Permanent Repair	All Required		$11,555.00
	Subtotal		$11,555.00
	10% Engr. & Cont.		1,155.00
	Total		$12,710.00

Length of Grading - - - - - 39.14 Miles (Intermittent)
Length of S.F.O. - - - - - 59.41 Miles (Intermittent)

SUMMARY OF FUNDS

Descriptions	Total Cost	Federal Funds	State Funds
Roadway (Contract No. 6592)	$27,999.00	$17,765.00	$10,234.00
Approved Force Orders	12,710.00	8,064.00	4,646.00
Subtotal	$40,709.00	$25,829.00	$14,880.00
Retained in Authorized Fund Status			
Temporary and permanent work not covered by the above estimate.	61,291.00	38,890.00	22,401.00
	$102,000.00	$64,719.00	$37,281.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 7-1039
7-4708
35-4710

Oregon State Highway Department

Federal Aid
Project No. SR-111(1)

PRINEVILLE-JOHN DAY HWY. JCT. OF THE

OCHOCO HIGHWAY IN CROOK, GRANT AND WHEELER COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 26, 1965

Type Code 0010
Roadway (M.P. 31.7 to M.P. 33.45)(M.P. 61.0 to M.P. 98.39)

Moving Costs	All Required (30%)		$ 3,000.00
Front End Loader	121 hours	$18.00	2,178.00
Tractor (185 H.P.), Dozer and Ripper	157 hours	27.50	4,317.50
Tractor (75 H.P.), Dozer	117 hours	20.00	2,340.00
Blade Grader	94 hours	18.00	1,692.00
Truck, Dump	484 hours	18.00	8,712.00
Wagon Drill, Track-Mounted	70 hours	17.50	1,225.00
Air Compressor	70 hours	12.00	840.00
Powderman	70 hours	6.50	455.00
Laborer	484 hours	5.50	2,662.00
Explosives	3,190 lbs.	0.75	2,392.50
Subtotal			$29,814.00
10% Engr. & Cont.			2,981.00
Total			$32,795.00

Length of Roadway 39.14 miles (Intermittent)

Federal Funds	$ 1,600.00
State Funds	31,195.00
	$32,795.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this estimate	$42,205.00	$2,150.00	$40,055.00

Oregon State Highway Department

Federal Aid
Project No. ER-111(1)

PRINEVILLE-JOHN DAY N.X. JCT. OF THE

OCHOCO HIGHWAY IN CROOK, GRANT AND WHEELER COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 26, 1965

Type Code 0010
Roadway (M.P. 31.7 to M.P. 33.45)(M.P. 61.0 to M.P. 98.39)

Moving Costs	All Required (30%)		$ 3,000.00
Front End Loader	121 hours	$18.00	2,178.00
Tractor (185 H.P.), Dozer and Ripper	157 hours	27.50	4,317.50
Tractor (75 H.P.), Dozer	117 hours	20.00	2,340.00
Blade Grader	94 hours	18.00	1,692.00
Truck, Dump	484 hours	18.00	8,712.00
Wagon Drill, Track-Mounted	70 hours	17.50	1,225.00
Air Compressor	70 hours	12.00	840.00
Powderman	70 hours	6.50	455.00
Laborer	484 hours	5.50	2,662.00
Explosives	3,190 lbs.	0.75	2,392.50
Subtotal			$29,814.00
10% Engr. & Cont.			2,981.00
Total			$32,795.00

Length of Roadway 39.14 miles (Intermittent)

Federal Funds	$ 1,600.00
State Funds	31,195.00
	$32,795.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this estimate	$42,205.00	$2,150.00	$40,055.00

RECEIVED
JAN 13 1966
FOR FILING
ER-111(1)
6592

January 13, 1966

Prineville Sand & Gravel Company
616 Fairmont
Prineville, Oregon 97754

Attention: A. A. Hardesty

Gentlemen:

Thank you for your letter of January 7 informing us that you have received payment in full ($968.68) for material furnished on the Marks Creek Bridge Job east of Prineville.

This appears to be in reference to the Roy Norquist Contract No. 6592 for grading and structure on the Marks Creek-John Day Highway Junction and Prineville-Crooked River Sections of the Ochoco and Paulina Highways in Crook, Wheeler and Grant Counties.

This information is being noted in our records and we will advise the surety and prime contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: Mr. Roy Norquist
1327 "L" Street
Sweet Home, Oregon

Mansfield and Company
1975 S. W. 5th Avenue
Portland 1, Oregon

Mr. Jackson
Mr. Simpson

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Sweet Home Construction Company
555-3rd Avenue
Sweet Home, Oregon

NOTED ON CARD
Jan

Prineville, Oregon
Jan. 7, 1966

Floyd Query, Sec
Oregon State Hghwy Comm.
Salem, Oregon

gentlemen:-

We have received the checks from Mr. Burrell paid in full, for material furnished on the Marks Creek Bridge Job, east of Prineville, Oregon.

Very truly yours,
Prineville Sand + Gravel Co
Arthur A Hardesty
Grace B Hardesty

Ack
please handle
76

RECEIVED
JAN 10 1966
OREGON
STATE HIGHWAY COMMISSION
NOTED
FLOYD QUERY

6592

RECEIVED
JAN 11 1966
FOR FILING

Form CD-121
(11-65)
(Prea. by
A.O. 206-10)

ER-111(1)

TO 65 of 2

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 5, 1966

In reply refer to: 08-35-EC

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-111(1)
Prineville - John Day Highway Junction Section
Ochoco Highway
Emergency repairs

We hereby concur in equipment rental contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 7, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 59.4 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $30,837.00 and State force account work amount of $31,617.00. Estimated emergency fund participation is to be at the regular pro rata share, or $39,627.00.

A finding regarding subsequent permanent repairs on the project by State Forces was previously transmitted on July 1, 1965. We concurred in the contract award for Prineville - John Day Highway Junction Section on May 20, 1965.

REFERRED TO
Young & Wendle.
BY ASST. STATE HWY. ENGR.
1-11-66

RECEIVED
JAN 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Oregon State Highway Department

Federal-Aid
Project No. ER-111(1)

PRINEVILLE-JOHN DAY HWY. JCT. SECTION

OF THE OCHOCO H.Y. IN CROOK, GRANT

AND WHEELER COUNTIES

(Estimate as a basis for modification of project agreement. Based on low bid prices, estimated costs of permanent and temporary repairs by State force and negotiated equipment rental.)

Salem, Oregon, December 7, 1965

Type Code 0010
Roadway (MP 31.70-MP 33.45)(MP 61.0-MP 98.39)(Contract No. 6592)

Moving Costs	All Required (30%)		$ 825.00
Front End Loader	111 hour	$16.50	1,990.50
Tractor, 185 HP w/Dozer & Ripper	157 hour	34.00	5,338.00
Tractor, 75 HP w/Dozer	117 hour	20.00	2,340.00
Blade Grader	94 hour	16.50	1,551.00
Truck, Dump	484 hour	13.50	6,534.00
Wagon Drill, Truck Mounted	70 hour	17.50	1,225.00
Air Compressor	70 hour	17.50	1,225.00
Powderman	70 hour	6.00	420.00
Laborer	484 hour	5.10	2,468.40
Explosive	3,190 hour	0.48	1,531.20
	Subtotal		$25,454.10
	Engr. & Cont.		2,544.90
	Total		$27,999.00

Type Code (401)
Flood Repair Temporary and Permanent (MP 19.40-MP 33.45)(MP 53.03-MP 98.39)

Temporary

Negotiated Equipment, Labor and Materials	All Required	$48,630.27
State Force Equipment, Labor and Materials	All Required	29,410.21
		$78,040.48

Permanent

Approved State Force Orders	All Required	$11,555.00
	Subtotal	$89,595.48
	Engr. & Cont.	4,414.52
	Total	$94,010.00

Length of Roadway - - - - 59.4 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway (Contract #6592)	$ 27,989.00	$17,760.00	$10,239.00
Temporary & Permanent Repairs	74,010.00	46,959.00	27,051.00
	$102,009.00	$64,719.00	$37,290.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 7-1039, 7-4403, 7-4503, 7-4703, 12-4416, 12-4516, 12-4716, 35-4410, 35-4510, 35-4710

The Phase I Report which was submitted is incomplete. Estimated costs shown above were taken from accounting records. The negotiated equipment summary items and amounts were taken from contractor's billing vouchers. D.M.S. office costs are not included in this estimate.

RECEIVED
DEC 31 1965
ROUTING

ER-111(1)
6592

December 30, 1965

Prineville Sand & Gravel Company
616 Fairmont
Prineville, Oregon 97754

Attention: A. A. Hardesty

Gentlemen:

This is in reply to your letter of December 28 requesting the name and address of the bonding company for the Sweet Home Construction Company on the Marks Creek Bridge Job east of Prineville. You state that you have been unsuccessful in collecting $968.68 from the above company.

From the description given in your letter this appears to be the Roy Norquist (principal contractor) Contract No. 6592 for grading and structure on the Marks Creek-John Day Highway Junction and Prineville-Crooked River Sections of the Ochoco and Paulina Highways in Crook, Wheeler and Grant Counties.

The United Pacific Insurance Company through Mansfield and Company, 1975 S. W. 5th Avenue, Portland furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. This contract was completed October 6, 1965 but has not yet been accepted by the State Highway Commission.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Law outlining the filing procedure.

We will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachment
cc: United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Mr. Jackson
Mr. Simpson

Mansfield and Company
1975 S. W. 5th Avenue
Portland 1, Oregon

Mr. Roy Norquist
1327 "L" Street
Sweet Home, Oregon

NOTED ON CARD

Prineville, Oregon
Dec. 28, 1965.

State of Oregon Highway Department.
Salem, Oregon.

#6592

Dear Sir:

I am writing to you in regards to the Bonding Company, who is taking care of the Sweet Home (sub) Construction Company on the Marks Creek Bridge, 20 miles East of Prineville Oregon. They owe us $968.68, we have billed them every month, but receive no reply. Please mail me the name and address of their Bonding Company.

Very truly yours
Prineville Sand + Gravel Co.
Arthur A. Hardesty

C.C. please reply
FG

RECEIVED
DEC 29 1965
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 13 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
McMINNVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ER-111(1)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
December 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Attached are copies of the consolidated progress voucher for Emergency Relief Funds for costs incurred by the State of Oregon Highway Department for the period April 12, 1965 to November 30, 1965.

The costs were incurred under Federal Aid Project No. ER 111(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

CHMiaa

Attachment

cc: R. L. Porter
L. H. Young
General Files

(MEMORANDUM) Voucher No. 5-Progress

FORM PR 20c (REV)
Form Approved by
Comptroller General, U.S.,
February 11, 1955

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

PUBLIC VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED (PPM 30-6)

APPROPRIATION

PAID BY

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

(For use of Paying Office)

STATE
Oregon

FEDERAL AID PROJECT NO.
ER 111(1)

PROGRAM APPROVED
April 12, 1965

CONTRACT NO.

VOUCHER PERIOD: FROM November 1, 1965 TO November 30, 1965

FOR PRO-RATA SHARE OF THE UNITED STATES FOR LABOR AND MATERIALS ACTUALLY PUT INTO THE WORK COMPRISING THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
		63.45	$17,933.24	$17,556.63	$376.61	
		63.45	$17,933.24	$17,556.63	$376.61	

PROGRESS - FINAL	Date	By
Field audit made		
Received Division Office		
Forwarded by Division Office		
Received Region Office		
Forwarded by Region Office		
Received W. O.		
Final forwarded to construction		
Fiscal review performed		
Passed for Payment		

REASONS HELD:

C. B. Maisen
Controller

USCOMM DC 49078 P61

STATEMENT OF LABOR AND MATERIALS

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Total Participating Costs:					
	Prefix: 35-47109				$6,446.96	
	Pro-rata Percent				63.45	
	Sub-total Claimed from U.S.				$4,091.61	
	Contract Billing:					
	Prefix: 7-1039				13,841.63	
	Total Claimed from U.S.				$17,933.24	

AMOUNT CARRIED FORWARD-

FORM PR-20A

USCOMM DC 49078 P61

FILED

NOV 23 1965

FOR FILING

Routing

Morgan
Decker
Bond 3
Barbee
Walker

RECEIVED
NOV 22 1965
CONSTRUCTION DIVISION

Bond 97701
Nov. 19, 1965

Roy Norquist
1321 "L" Street
Sweet Home, Oregon

re: Contract No. 6592
Marks Cr-John Day Hwy. Jct. &
Prineville-Crooked River Section
Ochoco and Paulina Highways

Dear Mr. Norquist:

Reference is made to your letter of November 10, 1965 in which you ask for standby time on your D-8 Tractor on the subject contract.

You refer to Section 8-11 of the Standard Specifications for Highway Construction as being basis for your claim. This section pertains to right of way negotiations causing delays in construction. We had no right of way negotiations on this project.

The Roadwork on this contract was done on an Hourly Rate Basis and governed by Section 120-of the Standard Specifications for Highway Construction. I refer you to Article 120-1.3 which spells out the use of equipment.

At our pre-construction meeting on May 27, 1965 you were advised that it was our desire to start on the Paulina Highway unit first because of the extreme hazardous condition of this highway. You asked if we could build the detour first in order not to hold your Bridge Subcontractor up. This we agreed to and started detour construction on June 2 and completed on June 9th, when all equipment was moved to the Paulina Highway.

It was determined that the D-8 would not be required on the Paulina Highway, however, you of your own free will moved the D-8 to the Marks Creek unit of the Ochoco Highway to be in readiness to remove the old bridge. However, this did not happen until June 29th. We had finished on the Paulina Highway June 28th and moved the equipment to the Marks Creek Section. From this time on we had a continuous operation and did have use for the D-8. It was not practical for us to have work going on

on the Marks Creek Section until such time as we finished the Paulina Highway and had all equipment available. Nor was it practicable to do any channel work until we had shotrock to replace slopes, and we did not have this until June 22nd.

Taking all this into consideration, and the fact we did not order this equipment on the job, we feel your claim is not justified, therefor must refuse it.

Very Truly Yours

Original Signed by R. H. Clark

R. H. Clark
Res. Engineer

cc: F. D. Morgan
J. F. Putnam

RECEIVED
NOV 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Roy Norquist GENERAL CONTRACTOR

OFFICE 1327 'L' STREET
PHONE EMPIRE 7-4472

SWEET HOME, OREGON

RESIDENCE P. O. BOX 508
PHONE EMPIRE 7- 2460

November 10, 1965

Oregon State Highway Department
Att'n: R. H. Clark, Resident Engineer
Bend, Oregon

Re: Contract 6592
Ochoco & Paulina, Marks Creek-
John Day Hwy Jct & Prine-
ville-Crooked River

Gentlemen:

Because of the delay in using our equipment, due to right-of way arrangements not being completed on the above captioned project, we ask stanby time be allowed on our D 8 46A Caterpillar Tractor #183 Hyd Control and ripper for the following days:

June 7	thru	June 11,	1965	40	hours
14	"	" 18	"	40	"
21	"	" 25	"	32	"
				112	hours at $17.00 $1,904.00

This request, we feel, is justified and in accordance with Section 8-11 of the Standard Specifications for Highway Construction. Our operator and tractor were ready to work on the morning of June 7, 1965.

Had we not been detained in using our D8, until the right-of ways were granted, we would have completed the work fourteen days sooner.

Very truly yours,

Roy Norquist

CC: Forrest Cooper,
State Highway Engineer

Routing
Morgan
Decker
Bassett
Barbee
Walker
Nelson
Scott
Wilson
Lutchfield
Olsen

RECEIVED
NOV 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1965
CONSTRUCTION
DIVISION

RECEIVED
NOV 12 1965
OREGON
STATE HIGHWAY COMMISSION

Morgan
cc

FORM E-128X BDM 9-64
RECEIVED
NOV 17 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
VALE
DAVID B. SIMPSON, MEMBER
PORTLAND

ER 111(1)
6542

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 10, 1965

Mr. A. D. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Attached are copies of the consolidated progress voucher for Emergency Relief Funds for costs incurred by the Oregon State Highway Department for the period April 12, 1965, to October 31, 1965. These costs were incurred under Federal Aid Project No. ER 111(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

CHM:jc

Attachments

cc: L. H. Young
General Files

(MEMORANDUM) **Voucher No. 3-Progress**

FORM PR 20a (REV)
Form Approved by
Comptroller General, U.S.,
February 11, 1955

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED (PPM 30-6)

VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

STATE
Oregon

FEDERAL AID PROJECT NO.
ER 111(1) S.F.O. No. 1

PROGRAM APPROVED
April 12, 1965

CONTRACT NO.

VOUCHER PERIOD: FROM April 12, 1965 TO October 31, 1965

FOR PRO-RATA SHARE OF THE UNITED STATES FOR LABOR AND MATERIALS ACTUALLY PUT INTO THE WORK COMPRISING THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
			$17,586.95	$13,871.95	$3,715.00	
			$17,586.95	$13,871.95	$3,715.00	

PROGRESS - FINAL	Date	By
Field audit made		
Received Division Office . . .		
Forwarded by Division Office.		
Received Region Office		
Forwarded by Region Office .		
Received W. O.		
Final forwarded to construction		
Fiscal review performed		
Passed for Payment		

REASONS HELD:

Oregon

C. H. Maison
Controller

USCOMM DC 48078 P61

STATEMENT OF LABOR AND MATERIALS

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Total Participating Costs: Prefix 35-4710 Pro-rata Percent				$ 5,854.41 .6345	
	Sub-total Pro-rata from U.S.				$ 3,715.00	
	Contract Billing: Prefix 7-1039				13,871.95	
	Total Pro-rata from U.S.				$17,586.95	

AMOUNT CARRIED FORWARD

FORM PR-20A

USCOMM DC 49073 P61

RECEIVED
NOV 24 1965
FOR FILING
EA-111(1)
6592

3-i
11-4-65

November 9, 1965

Mr. Roy Norquist
1327 "L" Street
Sweet Home, Oregon

#1

Dear Mr. Norquist:

The State Highway Commission at its meeting on November 4 considered your request for an extension of the specified completion date from August 15 to September 14, 1965, to complete Contract No. 6592 for grading and structure on the Marks Creek-John Day Highway Junction and Prineville-Crooked River Sections on the Cohoco and Paulina Highways in Crook, Wheeler and Grant Counties.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lhm

cc J. F. Putnam
R. H. Clark
F. D. Morgan
L. H. Young
C. H. Maison
Bureau of Public Roads

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

Klaboe

DATE: September 24, 1965

In reply refer to:

By: G. R. Brooks,
District Engineer

SUBJECT: ERFO 111(2) Marks Creek-John Day Highway Section
Ochoco Highway
Extension of Time

We are in receipt of your September 15, 1965 letter by Mr. Klaboe, giving notice of contractor's request for time extension on the subject project.

We are in agreement with your recommendation that this request should be denied.

NOTED
F.B. KLABOE

REFERRED TO
Copy to BBR Letter to
By Asst. State Hwy. Engr.
Yours - Morgan

SEP 27 1965
OFFICE OF
STATE HIGHWAY ENGIN

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 5OM 3-65 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1965

To: Mr. F. B. Klaboe
Assist. State Highway Engineer
OFFICE

SUBJECT: Extension of Time
Marks Creek-John Day Hwy. Jct. and Paulina-Crooked River Sections
Ochoco & Paulina Highways
Contract 6592

Attached is a request from Roy Norquist, contractor on the subject contract for an extension of the specified completion date from August 15, 1965 to September 14, 1965 without the assessment of liquidated damages.

The contractor's request is based on delays caused by non-utilization of a detour, non-availability of a crane and diesel hammer for driving piling, awaiting test results on concrete prior to pouring beam caps and the non-availability of a crane required to set a concrete beam.

The contractor was not allowed to divert traffic onto the detour as soon as it was constructed, because no schedule had been worked out for reconstruction of the bridge. Traffic was put on the detour on July 2 but the contractor did not start driving piling until July 13. Non-availability of equipment required for driving the piling is not a valid reason for granting an extension of time. This is also true of the contractor's statement that a crane was not available to set a concrete beam in place. The delay cited by the contractors not receiving test results on concrete was not caused by the States' activity but rather, the supplier had difficulty in meeting gradation specifications.

Grading work on this project was completed within the specified time limit. It is likely that had the bridge work been prosecuted properly, the contractor would have completed the entire project within the time specified.

The specified completion date for this contract was August 15, 1965. The anticipated completion date for this project is September 15, 1965. This represents 31 calendar days amounting to $2,325.00 in liquidated damages based on the penalty rate of $75.00 per day.

We recommend that the request for an extension of time be denied. This is a Federal-aid ERFO project. This matter has been discussed with the Bureau of Public Roads District Engineer who indicated that they will concur in our recommendation.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:jkk
Attach.

cc: L. H. Young
J. F. Putnam

RECEIVED
SEP 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ER-111 (1)

6592

for Complete Rpt.
see: #6653

Form CD-121
(11-63)
(Proc. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 12, 1965

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
[illegible]
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Reference is made to our memorandum of October 7, 1965 transmitting a copy of the subject report to your office.

In our memorandum we overlooked advising you that on Project ERFO-101(2) the daily records revealed that work was performed prior to Public Roads approval on Price Agreements No. 1, 3 and 5 as follows:

P.A. 1 - ½ ton pickup	Approved 4/1/65 - Work performed 3/29 to 3/31	24 hrs.
P.A. 3 - Wind machine	Approved 4/15/65- Work performed 3/31 to 4/14	132 hrs.
P.A. 5 - Air compressor	Approved 4/14/65- Work performed 4/7 to 4/13	38 hrs.

Summary:

P.A. 1 - 24 hours @	$1.50	= $ 36.00
P.A. 3 -132 hours @	1.00	= 132.00
P.A. 5 - 38 hours @	5.30	= 201.40
Total Amount		$369.40

This amount should be transferred to non-participating.

Please advise when this has been done and we would also appreciate your comments on the recommendations contained in the inspection-in-depth report.

Orig to Mason
Copy to Yeung
10-13-65

Routing
Morgan
Decker
Bond
Barbee
Walker
Stein
Swan

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT. 0[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121 (11-63) (Procs. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6592 Salem, Oregon

DATE: October 7, 1965

In reply refer to: 08-35.DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Attached herewith is a copy of the subject report.

Please note the recommendations on page 4 and take action if you deem appropriate.

10-20-65

Attachment

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D
(5-64).

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
0	Salem	See below.

DATE OF INSPECTION	PHASE(S) INSPECTED
July 14, 17, 21, 28	Construction Work in Progress

INSPECTION MADE BY	IN COMPANY WITH
W. W. Nichols, et al	See below.

REPORT PREPARED BY
W. W. Nichols, Assistant Area Engineer

PROJECT INCLUDES
☐ GRADING AND DRAINAGE ☐ BASE ☐ PAVING ☐ MAJOR STRUCTURES ☐ OTHER (Specify) Steel Bridge Superstr.

CONTRACTOR (Name and address)	CONTRACT AMOUNT
See below.	$ See below.
	PROJECT STATUS (Percent complete)
	See below.

LOCATION
See below.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

INSPECTION-IN-DEPTH - [illegible] PROJECTS
[illegible]

Inspection time - 40 hours
Travel time - 27 hours
Write-up - 6 hours

Reason of Inspection - The inspection was made to check the state's equipment rental procedures on Emergency Relief Projects.

Projects Inspected - This inspection covered projects in every Division of the State Highway Department except Division 5. There were no equipment projects in progress in that division. The following projects were inspected:

Project No.	Project Name	Cer'tract No.	Contract Amt.	Contractor
ERFO 101(2)	Oakridge-Salt Cr. Tunnel Sec., Willamette Hwy.	0503	$2,444,491.00	Rogers Constr. Co., Portland, Ore.
ERFO 103(1)	Sweet Cr.-North Santiam Riv. Sec., Santiam Hwy.	0357	1,454,110.00	White Pass. Constr. Co. & Chas-Hendricks, Inc., White Salmon, Wash.
ER 105(1)	Fulton Canyon Sec., Fulton Canyon-Waldo Hwy.	0372	150,716.00	Rogers Constr.Co., Portland, Ore.

(more)

USCOMM-DC 6221-P64

Bridges Inspected (cont.)

Project No.	Project Work	Contract No.	Contract Amount	Contractor
BR-111(1), BRO 111(2) & BR 137(1)	Marks Jct.-John Day Hwy Jct. Sec., Ochoco Hwy. and Prineville-Redmond Hwy. Sec., Burns Hwy.	0512	$ 70,040.00	Ray Tompkins Sheet Metal Co.
BR-121(1)	Smith Bridge-Willow Cr. Sec. of Ukiah-Butterville Hwy.	0535	535,307.00	C. K. O'Neil Cresswell, Ore.
BR-150(1)	Summer Lake-Valley Falls Sec., Fremont Hwy.	0520	41,447.20	Ted Stamp
BR-154(1)	Warner Summit-Crooked Meadowvale Sec., Warner Hwy.	0511	51,455.00	Washington County Co., Shedden, Ore.
BR-168(1)	Pioneer Mountain Sec. Corvallis-Newport Hwy.	0519	218,099.75	C. K. O'Neil Cresswell, Ore.
BRO-193(2)	Pollallie Cr.-Yellow-jacket Cr. Sec., Mt. Hood Loop Hwy.	0527	400,091.90	Rogers Constr. Co. Portland, Ore.

The project status for the various projects was as follows:

Project No.	Percent this period	Percent Complete
BRO-151(2)	00	40
BRO-155(1)	05	80
BR-166(1)	100	95+
BR-111(1)-BRO-111(2) & BR-137(1)	05	97
BR-121(1)	00	16
BR-150(1)	03	99
BR-154(1)	00	01
BR-168(1)	00	92
BRO-193(2)	00	5

Inspection Party:
R. A. Nichols acted as the team leader and was present on the inspection of all the projects. The other personnel on the inspection parties were as follows:

BRO-101(2) - Clyde Pike, Salem, Ore.
Mike Anderson, Resident Engineer, OSHD

(more)

Intercoastal Delay (cont.)

ER70-105(1) - Clyde Pike, Auditor, DRA
J. L. Lemley, Jr., Engineer, DRA
Dr. J. Hill, Resident Engineer, OSAD

ER-106(1) - Clyde Pike, Auditor, DRA
Richard C. Hamblin, Resident Engineer, OSAD

ER-111(1), ER70-111(2), ER-137(2) -
Clyde Pike, Auditor, DRA
J. L. Lemley, Area Engineer, DRA
Albert H. Cook, Resident Engineer, OSAD

ER-121(1) - Cecil Prescott, Assessor, DRA
M. E. Martin, Division Engineer, DRA
Paul Black, Area Engineer, DRA
John R. Edgecomb, Jr., Resident Engineer, OSAD

ER-153(1) - Clyde Pike, Auditor, DRA
C. V. Chamberlain, Asst. Area Engineer, DRA
Jim Fields, Surveyor Engineer, OSAD
R. J. Dunn, Resident Engineer, OSAD

ER-154(1) - Same as ER-153(1).

ER-103(1) - Cecil Prescott, Auditor, DRA
M. E. Martin, Division Engineer, DRA
Clark Holmes, Area Engineer, DRA
Ray Asbury, Division Engineer, OSAD
W. E. Owens, Resident Engineer, OSAD

ER70-103(2) - Clyde Pike, Auditor, DRA
Willis Crabb, Area Engineer, DRA
W. H. Bryant, Asst. Area Engineer, DRA
Richard S. Hamblen, Resident Engineer, OSAD

SUMMARY

(1) The General Daily Progress reports were quite complete except that specific pieces of equipment set during the day were not listed in detail.

(2) The pay quantities were kept on forms on reliable terms. These forms were signed daily by authorized representatives of both the contractor and State, indicating quantities to be used as pay quantities shown. This practice should be commended in that it should eliminate substantially all possibilities of pay disputes.

(more)

Summary (Cont.)

(3) The documentation as to the use of the equipment on the project and specification requirements was generally incomplete. However, it must be noted that all the equipment observed by the writer qualified as specified specification requirements.

Recommendations

(1) The equipment used should be equipment licensed on some type of permanent record. In order to facilitate this it is suggested that it be specified that the contractor be required to give a list of his equipment on the project. This list should include the number or other suitable identification and the rating of the equipment.

(2) The dates when a piece of equipment is brought to and removed from the project should be noted on a permanent record. Perhaps it could be noted on the above suggested list.

Project Documentation

According to all the project engineers there was no directive issued from the Central Office as to the number or type of records which should be kept. Consequently each resident developed his own method of keeping records on equipment, with the advice of the State's division offices in some cases.

Daily Inspector's

The daily record on all the projects visited (4-206(2) was the form "General Daily Project Report" (Form No.). This report is completed by the field inspector. In general, this report contained information as to the number of each type of equipment used, the contractor's hours and a narrative. In addition to the work in progress the narrative usually contains a partial description of the equipment used, and pertinent notations such as equipment breakdown time, etc. As mentioned above, this form was not used on Project M-206(2), however the same data is kept in the inspector's diary.

It is the writer's opinion that the field inspectors have done an excellent job in maintaining a complete record of the activities on this form and in their diaries. Only in one instance was it noted that equipment had been paid for without mention of the equipment or the type of operations in which the equipment would be used in the Progress Report. There is one area in which it appears there could be improvement made in documentation. That is where several pieces of the same type of equipment, such as dump trucks or tractors, are used, the inspectors often just list "(3) tractor and 4 dump trucks working - - - ". Since this report is a file record it could eliminate doubt as to which piece of equipment were positively identified by contractor's number or other suitable form of identification.

(over)

The incident on project [illegible](1), Mr. Duffy, had his inspectors give this information in daily plus time on all the interim and supervisory inspection reports. The inspector on [illegible](2) obtained this information but it was kept on pieces of paper that were not made a part of the permanent records. Mr. Hagedorn advised inspectors during the inspection that the information was to be maintained kept in the inspector's diary.

In addition to the Control Daily Inspection Reports the inspector on [illegible](1) kept a diary and the inspectors on [illegible](2) and [illegible](2) kept the daily itemized list on both a monthly "Daily Progress Report" (Example 2).

Two other types of information which, if properly documented, might eliminate future disputes were not found in any of the records. One is in case a particular piece of equipment is moved on and from the project. The other is a manufacturer, daily annotating the equipment. Both types of information could be kept on one sheet. It was possible to determine when some of the equipment was moved to and from the project from information in the diaries, etc.; however, it appeared that the information was far from complete on most of the projects. The incident on [illegible](1) had reference to a question on equipment that fuel his combustion. It was not certain that he had given all the desired information on each piece of equipment.

In an attempt to eliminate labor disputes about pay quantities, all the Residents used a daily form upon which the hourly basis pay items were recorded. Item [illegible](7-A), Paving Mixer of Plant Mixed Work (Example 3) was used on all projects except two. The other two projects had a large number of pay items so the Residents devised their own forms. Examples 4 and 5 were used on projects [illegible] and [illegible], respectively.

In all cases the record for work day was signed not later than the following day by the authorized representatives of the State and contractor. The signatures indicate complete agreement on the recorded information. The amount paid to the contractor is based on the information shown in this report.

Summary of Items

The items are summarized on the daily record sheets for projects [illegible] and [illegible] as can be seen in Examples 4 and 5. A tabulation showing the hourly totals was kept on projects [illegible], [illegible], etc. and [illegible]. Some items disappeared in these totals were found. However, the calculations had not been checked and usually errors are found and corrected at this time.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

FORM F-474 (10-54)

GENERAL DAILY PROGRESS REPORT

DATE Supplement 7-7-65

SECTION SMITH BR. - YELLOW CR.

HIGHWAY ELKTON - SUTHERLIN

CONTRACTOR C.R. O'NEIL

WEATHER CLEAR

CONTRACT NUMBER 6585

F. A. NUMBER ER-121(1)

PREFIX 110-1007

EQUIPMENT

BULLDOZERS 3	FORK	TRUCKS AND DOLLY	3
ROLLER	SHOVEL 1	TRUCKS	1-FLATBED
COMPRESSOR 2	CRUSHER	MIXER	
DISTRIBUTOR	PAVER	WATER WAGON	1
JACKHAMMER 2		EUCLID END DUMP	3
AUGER DRILL 1			

LABOR

OPERATORS 17 LABOR 8 SUPERVISION 1-SUPT.

FOREMAN 1

TIME

	1 CLEARING	2 DRAINAGE	3 GRADING	4 TOPSOIL	5 FENCE	6	7 ROCK	8 PAVING	9 FLAG	10 UTILITIES
SHIFT START			7:00 AM						7:00 A.M.	
SHIFT END			4:30 PM						4:30 P.M.	
SHIFT START										
SHIFT END										
SHIFT START										
SHIFT END										

KIND OF WORK, AMOUNT, STATION, EQUIPMENT, LABOR (CONTRACTOR, UTILITIES, AND R. ...)

D9 dozer loading three 631 scrapers at Sta. 512-521 left, and hauling to Sta. 540 left. CL dozer helping in bit with ripper. One D8(#17) dozer placing material on the fill. One foreman at Sta. 520. Blade is pulling ditch. Finishing haul roads. 80D shovel loading 3 Euclid end dumps at Sta. 547 left, and also hauling to Sta. 570 left. One D8(#32) dozer working on rock slide at Sta. 570 left. Rock hound at Sta. 515 right. Two jackhammers working at Sta. 560 and car wagon hill at Sta. 570. Three laborers installing salvaged guard rail posts.

COMMENTS AND INSTRUCTIONS TO CONTRACTOR:

Carl P. Lacy
INSPECTOR

Form F-270—10M-
State Printing

Example #2

OREGON STATE HIGHWAY DEPARTMENT

Daily Progress Report

SURFACING AND OTHER ROCK CRUSHING JOBS

Section ..... Report No. .....

Highway ..... Date .....

County ..... Job Prefix ..... Contract No. .....

Contractor ..... Quarry or Pit .....

Kind and Grade of Material	Cubic Yards			Location of Today's Deposits	
	Previous	This Date	Total	Station to Station	
TOTALS					

Show separately the quantities of each kind and grade of material. Make a separate series of reports for each quarry or pit. Send original copy to Salem office and duplicate copy to Division Engineer.

..... Inspector

OREGON STATE HIGHWAY DEPARTMENT

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

FORM 23 (7-63)

NAME

ENTITY

CONTRACTOR

CONTRACT NO.

ORDER NO.

Sheet

FORCE ACCOUNT NUMBER

DATE

SUB-CONTRACTOR

Page

LABOR, MATERIALS & EQUIPMENT

HOURS	NAME & TYPE	CLASS CODE	RATE		

REMARKS:

Contractor's Representative:

Inspector:

3552

PRINTED ON CHARGING SET CARBONS

OREGON STATE HIGHWAY DEPARTMENT — DAILY REPORT — EQUIPMENT RENTAL PAY SHEET

SECTION Oakridge - Salt Creek Tunnel — CONTRACT NO. 6553

HIGHWAY Willamette — PROJECT 20 - 1014

CONTRACTOR Rogers Construction, Inc. — DATE

BID ITEM	NO. USED THIS DATE	TOTAL HOURS BROUGHT FORWARD	HOURS THIS DATE	TOTAL HOURS
2. Blade Grader				
3. Tractor (135 H. P.), Dozer				
4. Tractor (135 H. P.), Dozer and Winch				
5. Tractor (75 H. P.), Dozer				
6. Power Shovel, 2½ C. Y.				
7. Power Shovel, 3/4 C. Y.				
8. Crane, Truck Mounted, Dragline				
9. Trucks, Dump, 6 C. Y.				
10. Trucks, Dump, 10 C. Y.				
11. Trucks, Dump, 20 C. Y.				
12. Trucks, Flatbed, 1½ Ton				
13. Trucks, Pickup, 3/4 Ton (Without Operator)				
14. Trucks, Sprinkler, 4,500 Gal., with Pump				
15. Loader, Wheel Type, 3/8 C. Y.				
16. Loader, Wheel Type, 1 C. Y.				
17. Loader, 4 Wheel Drive, ½ C. Y.				
18. Loader, Crawler, 2 C. Y.				
19. Roller, Vibratory, With Power				
20. Roller, Grid, with Power				
21. Tamper, Gasoline Engine, Hand Operated				
22. Pump, Portable, 3 - 4 inch				
23. Saw, Portable Chain, Minimum 36 inch Bar				
24. Wagon Drill, 3½ inch Rubber Tired with Compressor				
25. Explosives			Lbs.	lbs.
26. Foreman				
27. Laborers				

Contractor's Rep. _____ Inspector _____

Report No. _____ Report No. _____

OREGON STATE HIGHWAY DEPARTMENT DAILY REPORT EQUIPMENT RENTAL PROJECT

PRICE AGREEMENT ITEMS

SECTION C[illegible] - Salt Creek Tunnel CONTRACT NO. 6550

HIGHWAY Willamette PARTY 20 - 1014

CONTRACTOR [illegible] Construction Co.

PRICE AGREEMENT NO. & ITEM	HRS. USED THIS DATE	TOTAL HOURS BROUGHT FORWARD	HOURS THIS DATE	TOTAL HOURS
P.A. #1 1/2 Ton Pickup				
P.A. #2 3,000 gal. Water Truck				
P.A. #3 Windmachines				
P.A. #4 Jackhammers				
P.A. #5 210 Air Compressors				
P.A. #6 Overdine Sprinkling				
P.A. #7 2 1/2 yd. shovel 1/2 Backhoe				
P.A. #9 SS-1 Asphalt				
P.A. #10 Loader 4 Wheel Dr.				
P.A. #11 Tractor with Ripper				
P.A. #12 4 yd. Shovel				

Contractor's Rep. _____ Inspector _____

PROJECT NO. [illegible] REPORT NO. _____

OREGON STATE HIGHWAY DEPARTMENT

ER-121(1)

PROJECT: Smith Bridge-Yellow Cr. Sect.
HIGHWAY: Elkton-Sutherlin
CONTRACTOR: C.R. O'NEIL

PREFIX: 110-1007
CONTRACT: 6585

DAILY RECORD OF WORK PERFORMED
MONTH July YEAR 1965

ITEM	DATE 5 Mon.	6 TUE.	7 WED.	8 THUR.	9 FRI.	10 SAT.	WEEKLY TOTALS	TOTALS TO DATE
Moving costs								
Blade grader	11	9	9	9	9	-	36	134
Tractor with dozer	11	27	27	19	21½	16	111½	609
Tractor with dozer, rake, winch	11	8½	7½	5	9	-	30	133½
Scraper	11	24	27	27	7	-	105	365½
Power shovel	11	8½	9	9	9	-	35½	108½
Loader, front end								
Backhoe								
Grid roller with tractor								
Trucks, dump	11	-	2	9	9	-	20	56
Trucks, flatbed	11	9	9	9	9	-	36	81
Wagon drill	11	12½	5	3	2	-	22½	117½
Jackhammer	11	-	10	3	7	-	20	40
Air compressor, 105 cfm	11	-	10	3	7	-	20	374
Air compressor, 600 cfm	11	12½	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	11	8½	11	11	11	24	240½	1594
Powderman	11	9	9	9	9	-	36	123
EUCLID END DUMP	11	25½	27	27	27	-	106½	413½

SHT NO. 4

MONTH July

DATE	5	6	7	8	9	10	WEEK	TOTAL
ITEM	MON.	TUE.	WED.	THUR.	FRI.	SAT.		
Moving costs								
Blade grader	H	9	9	9	9	-	36	134
Tractor with dozer	H	27	27	19	21½	16	113½	609
Tractor with dozer, rake, winch	H	8½	7½	5	9	-	30	133½
Scraper	H	24	27	27	27	-	105	365½
Power shovel	H	8½	9	9	9	-	35½	138½
Loader front end								
Backhoo								
Grid roller with tractor								
Trucks, dump	H	-	2	9	9	-	20	56
Trucks, flatbed	H	9	9	9	9	-	36	81
Wagon drill	H	12½	5	5	2	-	22½	117½
Jackhammer	H	-	10	3	7	-	20	40
Air compressor, 105 cfm	H	-	10	3	7	-	20	57½
Air compressor, 600 cfm	H	12½	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	H	24	24	24	24	24	240½	1393
Powderman	H	9	9	9	9	-	36	123
EUCLID END DUMP	H	27	27	27	27	-	106½	413½

Sheet No. 6

Sheet No. 1 of 1 Sheets

State Project No. [illegible]

Contract No. [illegible]

State Project No. [illegible]

Contract No. [illegible]

State Project No. [illegible]

Contract No. [illegible]

State Project No. [illegible]

Contract No. [illegible]

State Project No. [illegible]

Adjustment Bill Final Reading

The provisions that cause all of the child parents are considered to be paid will be final records for the period.

The addition of terms for most filmed film to P.H. Rule allowed of this process shall be recalculated subtracting rate with state records and on the final variation.

The [illegible] shall [illegible] of the child [illegible]
[illegible] be entitled to receive his [illegible] the final records
for the period.

The [illegible] of terms for which [illegible] the [illegible]
[illegible] of this [illegible] shall be recorded
each [illegible] with the state record of the
final [illegible].

RECEIVED
FEB 9 - 1966
FOREST GROVE, OREGON

STATE COPY

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-111(1)

6592

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 6, 1965, on Contract No. 6592, Marks Creek-John Day Highway Jct. and Prineville-Crooked River Sections, in Crook, Wheeler and Grant Counties, in connection with Federal-Aid Projects Nos. ER-111(1), ERFO-111(2) and ER-137(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oreg. Div. Office Endorsement

Date: February 2, 1966

Conditions noted on above date:

Inspection of completed contract work was made November 4, 1965. No physical conditions were noted which will prevent final acceptance of the contract work.

A. W. Parsons
Division Engineer

By: G. R. Brooks
District Engineer

JLL

RECEIVED
FEB 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Refile
Young
2-8-66

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Marks Cr-John Day Hwy Jct. & Prineville-Crooked River	WEEK ENDING: Oct. 9, 1965
		SECTION PREFIX: 7-1039
	HIGHWAY: Ochoco & Paulina	COUNTY: Crook, Wheeler, Grant
NAME OF JOB: Marks Cr-John Day Hwy Jct & Prineville-Crooked River	KIND OF WORK: Grading & Structure	
CONTRACTOR: Roy Norquist	CONTRACT NUMBER: 6592	FEDERAL AID PROJECT NUMBER: ER-111(1),ERFO-111(1),ER-137(1)
DATE OF CONTRACT: May 20, 1965	DATE WORK STARTED: June 2, 1965	ESTIMATED COMPLETION DATE: ~~10-15-65~~ complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 7 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 89,581.50	SPECIFIED COMPLETION DATE: August 15, 1965	PERCENT OF TIME ELAPSED: 162
EXCLUSIVE OF ENGINEERING: $ 83,211.26	ENGINEERING AUTHORIZATION: $ 6,370.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 83,211.26	ENGINEERING COST TO DATE: $ 6,850	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97.4
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 108 %	DATE PROJECT WAS COMPLETED: 10-6-65

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	70.6				
MILES PARTIALLY COMPLETED	70.6				
MILES COMPLETED	70.6				
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

1 Loader, 2 Trucks, 1 Blade

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7650A								
PERCENT	100								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear, mild		0	
TUESDAY	cloudy		0	
WEDNESDAY	clear, mild		0	
THURSDAY				BEN GIFFORD
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Subcontractor, Sweet Home Construction Co., finishing concrete. Contractor rip-rapping at bridge ends,and clean-up.
TUESDAY	Contractor cleaning up and blade finishing shoulders.
WEDNESDAY	Contractor cleaning up
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed on 10-6-65.

We expect to submit the semifinal estimate within two weeks.

Final Report.

R. H. Clark

SIGNED by: Charles E. Clark LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP**F216

RECEIVED
OCT 6 - 1965
FOR FILING

EK-111 (1)

6472

October 5, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 1
November 4, 1965 meeting

Gentlemen:

Roy Norquist, contractor on the Marks Creek-John Day Highway Junction and the Paulina-Crooked River Sections of the Ochoco Highway, Contract No. 6592, requests an extension of the completion date for the contract from August 15 to September 14, 1965.

The contractor's request is based on alleged delays, such as nonavailability of construction equipment, hold up in the utilization of a detour, and lost time waiting test results on concrete.

The contractor was prevented from diverting traffic on the detour as soon as it was completed. This was because of lack of schedule for the bridge reconstruction; however, traffic was placed on the detour on July 2 and the contractor did not start bridge reconstruction until July 13. Nonavailability of construction equipment is not a valid reason for time extension under terms of the contract. The alleged delay in not receiving concrete test results was caused by the difficulty in the contractor's meeting gradation specifications. This, in our opinion, is not a valid reason for time extension.

It is estimated that this project will overrun the specified completion date by 46 calendar days, which will amount to $3,450 in liquidated damages. I cannot recommend an extension of time for the reasons given.

This matter will be on the agenda for the November 4 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young

Encs. C. H. Maison
J. F. Putnam

FBK:srb RLP:ms fn

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 9, 1965, 19.....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 30 days to ..... days, within which to complete our Contract No. [illegible], without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Starting of the bridge was delayed until June 29, due to completion of detour.

Driving piling was delayed until July 13, due to crane and diesel hammer not being available.

Pouring beam caps was delayed until July 27 due to tests on concrete.

Piling concrete beam will be delayed until about August 12 due to a crane not being available. After the concrete beams are in place we expect rapid progress and completion in 30 working days.

Respectfully submitted,

Roy Norgaard
Contractor

By .....

CONSENT OF SURETY

Date August 12, 1965

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By J. R. Barnes
Attorney-in-fact

[illegible]
By J. R. Barnes
Resident Agent

(SEAL)

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Marks Cr-John Day Hwy Jct. & Prineville-Crooked River	WEEK ENDING: Oct. 9, 1965	
	SECTION PREFIX: 7-1039	
HIGHWAY: Ochoco & Paulina	COUNTY: Crook, Wheeler, Grant	
NAME OF JOB: Marks Cr-John Day Hwy Jct & Prineville-Crooked River	KIND OF WORK: Grading & Structure	
CONTRACTOR: Roy Norquist	CONTRACT NUMBER: 6592	FEDERAL AID PROJECT NUMBER: ER-111(1),ERFO-111(1),ER-137(1)
DATE OF CONTRACT: May 20, 1965	DATE WORK STARTED: June 2, 1965	ESTIMATED COMPLETION DATE: ~~10-25-65~~ complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN. 7 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 89,581.50	SPECIFIED COMPLETION DATE: August 15, 1965	PERCENT OF TIME ELAPSED: 162
EXCLUSIVE OF ENGINEERING: $ 83,211.26	ENGINEERING AUTHORIZATION: $ 6,370.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 83,211.26	ENGINEERING COST TO DATE: $ 6,850	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97.4
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 108 %	DATE PROJECT WAS COMPLETED: 10-6-65

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	70.6				
MILES PARTIALLY COMPLETED	70.6				
MILES COMPLETED	70.6				
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

1 Loader, 2 Trucks, 1 Blade

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7650A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear, mild		0	
TUESDAY	cloudy		0	
WEDNESDAY	clear, mild		0	
THURSDAY				BEN GIFFORD
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Subcontractor, Sweet Home Construction Co., finishing concrete. Contractor rip-rapping at bridge ends, and clean-up.
TUESDAY	Contractor cleaning up and blade finishing shoulders.
WEDNESDAY	Contractor cleaning up
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed on 10-6-65.

We expect to submit the semifinal estimate within two weeks.

Final Report.

R. H. Clark

SIGNED by: Chas. L. Clark LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
OCT 6 - 1965
FOR FILING
ER-111 (1)
6371

October 5, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 1
November 4, 1965 meeting

Gentlemen:

Ray Norquist, contractor on the Marks Creek-John Day Highway Junction and the Pauline-Crooked River Sections of the Ochoco Highway, Contract No. 6392, requests an extension of the completion date for the contract from August 15 to September 14, 1965.

The contractor's request is based on alleged delays, such as nonavailability of construction equipment, hold up in the utilization of a detour, and lost time waiting test results on concrete.

The contractor was prevented from diverting traffic on the detour as soon as it was completed. This was because of lack of schedule for the bridge reconstruction; however, traffic was placed on the detour on July 2 and the contractor did not start bridge reconstruction until July 13. Nonavailability of construction equipment is not a valid reason for time extension under terms of the contract. The alleged delay in not receiving concrete test results was caused by the difficulty in the contractor's meeting gradation specifications. This, in our opinion, is not a valid reason for time extension.

It is estimated that this project will overrun the specified completion date by 46 calendar days, which will amount to $3,450 in liquidated damages. I cannot recommend an extension of time for the reasons given.

This matter will be on the agenda for the November 4 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young

Enc. C. H. Maison
J. F. Putnam

FBK:srb RLP:ms fn

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date [illegible], 19.....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 30 [illegible] days to ..... days, within which to complete our Contract No. .....[illegible]....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Starting of the bridge was delayed until June 29, due to completion of detour.

Driving piling was delayed until July 13, due to crane and diesel hammer not being available.

Pouring beam caps was delayed until July 27 due to tests on concrete.

Setting concrete beam will be delayed until about August 12 due to a crane not being available. After the concrete beams are in place we expect rapid progress and completion in 30 working days.

Respectfully submitted,

Roy Norquest
Contractor

By .....

CONSENT OF SURETY

Date August 12, 19[illegible]

We, UNITED PACIFIC INSURANCE COMPANY .....

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY

By .....
Attorney-in-fact

(SEAL)

By .....
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6592 Contractor Roy Norquis

Highway Ochoco & Paulina

Section Marks Creek - John Day Hwy Jct.& Paulina Crooked River

Kind of Work Grading & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED ~~or GRANTED~~**. The reasons for such recommendation are as follows:

Recommended for Approval:

J. Hultman
Division Engineer

H. Lyn A. Bird
for Construction Engineer or Bridge Engineer

F B Klabre
State Highway Engineer

Contract No.	6592
Project designation	ERFO-111(2) State-Federal
Date awarded	5-20-1965
Work started	6-2-1965
Per cent completed	8-14-1965 Date 75%
No. of Workdays Allowed	Completion 8-15-1965
No. of Workdays Used	All
No. of Added Workdays Requested	~~30~~ 0

RECEIVED
NOV 1 - 1965
FOR ITEMS
ER-111(2)

FORM PR-
(REV. 3-65)

per: OSHD (Klabee)
OSHD (TEdwards)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

nig

REGION NO.	REPORT NO.	COUNTY	STATE
8	4	Crook, Grant, Wheeler	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
9-28,29-65	R. A. Nichols, Asst Area Engr		ER 111(2), EXPO 111(1), ER 137(1)

IN COMPANY WITH
Robert Clark, Res Engr, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	- %	See below %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

6592

MARKS CREEK - JOHN DAY HIGHWAY JUNCTION SECTION, OCHOCO HWY.
PRINEVILLE - CROOKED RIVER SECTION, PAULINA HIGHWAY

A portion of the repair work was performed on a contract basis. The remaining portion was done by State forces.

The contract work consisted of replacing embankment between MP 0.8 and MP 18.0 from the Paulina Highway and between MP 31.7 and MP 98.3 on the Ochoco Highway, plus the construction of a structure over Marks Creek at MP 39.1, of the Ochoco Highway. The contract work was awarded to Roy Norquist of Sweet Home, Oregon on May 20, 1965. Work began on June 2, 1965. All the contract work was completed except for finish work on the structure, removal of the detour around the structure, and placing guardrails at the end of the structure.

The specified completion date for the contract was August 15, 1965. It is anticipated that the contractor will complete his work on or before October 1, 1965. He has requested a time extension from August 15 to September 14; however, the State in reviewing

(more)

EDITION OF 5-60 MAY BE USED

his request, did not think that a time extension was justified.

The Bureau of Public Roads agreed with the State's findings.

The portion of the work which was done by State forces consisted of replacing the embankment in the areas not covered by the contract and placing riprap, surfacing, and oil mat. The State work is completed except for placing of the oil mat next to the shoulder in several short sections on the Paulina Highway and replacing the oilmat on the approaches to the new structure at MP 39.1, plus several other small areas on the Ochoco Highway.

(2) The contractor's crew was finishing the concrete on the structure at MP 39.1 of the Ochoco Highway. They were also removing the detour around the structure. The State paving crew was placing an AC patch on the approaches of the structures over Beaver Creek near Paulina on the Paulina Highway.

(3) The estimated final cost of the contract work is $81,006, or $2,378 over the original contract (about 3 % over the original contract amount). Original contract amount of $78,628.

Estimated final quantities of the various items in the contract varied considerably from the initial estimate, as shown in the following tabulations. However, the initial estimate was made

(more)

without adequate survey data because of the necessity to get the contract work started as soon as possible to eliminate hazards to the traveling public. With this in mind, the writer considers that the total initial estimate was very good.

Item	Description	Original Est	Final Quan	% +or-
2	Front end loader	5214 (S)	6072 (S)	16%+
3	Tractor (185 hp), dozer & ripper	9180	7480	-18.6%
4	75 hp dozer	4400	2690	-79%
5	Blade grader	3300	7095	118%+
6	Truck, dump	14,391	18,225	26.6%+
7	Wagon drill, track-mounted	2275	779	-66%
8	Air compressor	2275	778.75	-66%
9	Powderman	780	387	-50%
10	Laborers	5100	7956	+56%
11	Explosives	2496	552	-78%
15	Splice steel piles	225	0	

The following State Force Orders have been approved:

ER 111(1):

SFO #1, covering cost of repair shoulder, cleaning culverts, cleaning inlet and outlet ditches, replacing base and leveling course and attaching oil mat between MP 19.40 and MP 33.45, and MP 53.03 to MP 98.39. Estimated cost, $11,555.

(more)

SFO #2, Provide leveling course and double binder oil mat on the detour around bridge construction at MP 39.1, Ochoco Highway.

ERFO 111(2):

SFO #1, Furnishing State-owned guardrail for incorporation in the project between STas 815 and 820 on the Ochoco Highway. Estimated cost, $1000.

SFO #2, Replacing base material, leveling course, and shoulder material and patching oil mat between MP 33.45 and MP 53.03 on the Ochoco Highway. Estimated cost, $7685.

ER 137(1):

SFO #1, Repair fills and shoulders, patching AC pavement, and placing rock protection around the structures at McKay Creek Bridge (MP 23.6). Estimated cost $4000.

The project records indicate the materials incorporated into the project substantially meet specification requirements.

The height of the prestressed concrete girders was specified 3'. The width of the bottom flange was the specified 1'6" at mid-span. The thickness of the handrails was the specified 10 1/2" and the height was the specified 2'3".

(more)

RECEIVED
SEP 1 - 1965
FOR FILING
ER-111(1)
6577

September 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Extension of Time, Marks Creek-John Day Highway Junction and Paulina-Crooked River Sections, Ochoco and Paulina Highways
ERFO-111(2)

Dear Sir:

We have received from Ray Norquist, contractor on the subject project, a request for an extension of the specified completion date from August 15, 1965 to September 14, 1965.

The contractor's request is based on delays caused by non-utilization of a detour, non-availability of a crane and diesel hammer for driving piling, awaiting test results on concrete prior to pouring beam caps and the non-availability of a crane required to set a concrete beam.

The contractor was not allowed to divert traffic onto the detour as soon as it was constructed, because no schedule had been worked out for reconstruction of the bridge. Traffic was put on the detour on July 2 but the contractor did not start driving piling until July 13. Non-availability of equipment required for driving the piling is not a valid reason for granting an extension of time. This is also true of the contractor's statement that a crane was not available to set a concrete beam in place. The delay cited by the contractors not receiving test results on concrete was not caused by the State's activity but rather, the supplier had difficulty in meeting gradation specifications.

Grading work on this project was completed within the specified time limit. It is likely that had the bridge work been prosecuted properly, the contractor would have completed the entire project within the time specified.

The specified completion date for this contract was August 15, 1965. The anticipated completion date for this project is September 15, 1965.

It is our recommendation that this request for an extension of time be denied. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Kishon
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. D. Morgan
Mr. Ivan Merchant
Mr. L. H. Young
Mr. C. H. Maison
Mr. J. F. Putnam

DES:jkk erb

FOR CORRECT ADDRESS OF GOVERNMENT OFFICIALS, REFER TO A.O. 204-1

RECEIVED
JUL 12 1965

Memorandum
FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: ER-111(1) Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 8, 1965

In reply refer to: 08-35.4-DA

FROM 6572 Division Engineer
Salem, Oregon

By: C. R. Brooks
District Engineer

SUBJECT: Oregon Project ENFO-11(2)
Lane Creek-John Day Jct and
Talmadge-Crooked River Sections
of the Oldtoad and Pauline Highways
State Force Order #1

Mr. Young's letter of June 9, 1965 furnished copies of subject State Force Order covering the cost of guard rail materials on subject ENFO project. This letter confirms our June 4, 1965 tentative oral advance approval of the proposed work.

A portion of the repair work on this project is to be performed under a contract. The contract plans indicated the guard rail materials are to be furnished by others. This State Force Order was issued to cover the State's cost in furnishing these materials.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $1000 with Federal participation of 100%.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

ENCLOSED TO
[illegible]
7-12-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. .....

Project Name Marks Creek-John Day Highway [illegible] & Prineville-Crooked River Date June 2, 1965

Highway Ochoco & Paulina Contract No. 6592 F. A. Project No. ERFO-111(2)

County Crook, Wheeler & Grant Fix 7-1009 Account No. 210-01

Description of Work To Be Done:

Guard Rail Materials to be furnished by State for incorporation into job as noted on plans.

Location by Station Numbers:

815+00 to 820+00 Ochoco Highway

Estimate of Quantities and Costs:

Material - - - - - - - -$1,000.00

Explanation:

Salvaged material transported from The Dalles to construct 600' of guard rail and construct and salvage 300' of Type 2 Barricade.

Item anticipated in contract authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 89,581.50	
Present estimate of project cost, including $ 1,000.00 for work under this order	$ 89,581.50	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0	

Space to right of this line for use of Salem Office

Submitted by: /s/Charles R. Ross, R.H. Clark
Resident Engineer

Approval Recommended: /s/ John A. Bond
Construction Engineer or Bridge Engineer
for

Approval Recommended: /s/ L. H. Warfield
Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED

ER-111(4)

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 8, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Projects ER-111(1), ERFO-111(2), ER-137(1)
Marks Creek-John Day Highway Jct. Section
and Prineville-Crooked River Section
of the Ochoco and Paulina Highways
State Force Order No. 2

Mr. Young's letter of June 11, 1965 furnished copies of subject State Force Order covering the placing of a leveling course and a double binder oil mat on a detour around the bridge construction at MP 39.1 of the Ocho Highway on subject project. This letter confirms our June 7, 1965 tentative oral advance approval of the proposed work.

A portion of the repair work, including the reconstruction of the bridge at MP 39.1, is being performed under a contract. The contractor did not have materials or equipment available and the sharp curvature plus a dusty surface presented a hazardous condition, so the State was given verbal approval to surface the detour.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $1,372.80, with Federal participation of 100%.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

REFERRED TO
.....
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 7 1965 By [signature] Title Area Engineer
U.S. Bureau of Public Roads

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Marks Creek-John Day Highway Jct. Section and Prineville-Crooked River Section Date June 4, 19 65

Highway Ochoco and Paulina Contract No. 6592 F. A. Project No. ER-111(1) ERFO-111(2) ER-137(1)

County Crook Prefix 7-1039 Account No. 249-02

Description of Work To Be Done:

Provide leveling course and a double binder oil mat on detour around bridge construction.

Location by Station Numbers:

M.P. 39.1 Ochoco Highway

Estimate of Quantities and Costs:

160 Cu. Yds. Stockpile Material (State-owned) @ $2.33 = $ 372.80

Oil Mat (Double Binder) Lump Sum ---------- 1,000.00

Total $1,372.80

Explanation:

This was not an anticipated item, but is necessary due to volume of traffic. State forces are better equipped to perform this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 89,581.50
Present estimate of project cost, including $1,372.80 for work under this order	$ 89,581.50
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. H. Clark, Resident Engineer

Approval Recommended: /s/ John A. Pond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer / Assistant State Highway Engineer or Office Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JUN 7 - 1965
FOR FILING

Form DOT-21 (Rev. 1-64) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

F 111(1)
6592

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 3, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO-111(2), ER-111(1), & ER-137(1)
Marks Creek Bridge-John Day Hwy Jct. and
Prineville-Crooked River Section
Grading and structure

As requested in Mr. Young's letter of May 25, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of May 20, 1965 in the award of contract No. 6592 to Roy Norquist, of Sweet Home, Oregon, low bidder in the amount of $78,628.00 at the May 18, 1965 bid opening.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 26 1965
FOR FILING
EF 111 (1)
"
6592

May 25, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of May 20, 1965 is requested in the award of contract for the Marks Creek-John Day Highway Junction and Prineville-Crooked River Section, Project Nos. EEFO-111(2), EF-111(1) and EF-137(1).

The contractor receiving the award is Ray Norquist, Sweet Home, in the amount of $78,628.00 with the Contract No. 6592 assigned. This bid was received on May 18, 1965 and awarded May 20, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-b1.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:lt

RECEIVED
MAY 24 1965

FORM 6-139

COMMISSIONERS
FRANK L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

ER 111 (1)
6592

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 21, 1965

Mr. Roy Norquist
1327 "L" Street
Sweet Home, Oregon

Dear Mr. Norquist:

The State Highway Commission on May 20, 1965, awarded to you State Highway Contract No. 6592 for the following project:

Intermittent grading and one structure on the Marks Creek-John Day Highway Junction and Prineville-Crooked River Sections of the Ochoco and Pauline Highways in Crook, Wheeler and Grant Counties.

This award was based on your bid of $78,626.00 which was submitted to the Commission on May 18, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Mr. F. D. Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)
Mr. I. D. Merchant

FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

May 3, 1965

08-35.2-DA

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Projects BR-111(1), BRPO-111(2) and BR-137(1)
John Day Hwy. Section, Marks Creek Bridge, and
Prineville-Crooked River Section
Grading and Structure

P.S. & E. documents for the denoted portions of the subject projects to be combined into one contract have been reviewed and are hereby conditionally approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet representing the above three projects is returned herewith.

Our authorization is with the understanding that all right-of-way is available for the project with no utility adjustments involved as indicated in Mr. Wright's and Mr. Litchfield's April 16 and April 21, 1965 reports.

Possible use of alternate equipment should be recognized and some means of accomplishing this should be established to avoid controversy.

Initial inspection of project BR-137(1) revealed damaged areas beyond M.P. 18.0. If utilization of emergency funds in restoration of these eligible damages is desired a revision in plans will be necessary.

Mr. Young's April 21, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Copy to Young
Civil Rights
5-3-65

ER-103(1) District 3-C Flood Repair, 8 Hwys. near Medford (Grad. & Surf.) 1965

#6593

RECEIVED
JUN 13 1966

FOR FILING
ER-103(1)

Form CD-121 (11-63) (Prev. Ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klabo

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 8, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-103(1)
State FAS Routes, Jackson County
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 Statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's May 5, 1966 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 53.80 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $57,977 and State Force Account work amount of $61,366. Estimated emergency fund participation is to be at the regular pro rata share, or $75,723.

Findings regarding nonincidental permanent repairs on the project by State Forces were previously transmitted on April 26 and 27, 1965. We concurred in the contract award for District 3-C Flood Repair on May 20, 1965.

NOTE: F. B. KLABO

REFERRED TO
Young - w/encls.
BY ASST. STATE HWY. ENGR.
6-13-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
3-99		COUNTY Josephine
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	PROJECT NO. ER-108(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Applegate River-O'Brien Section, Redwood Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	~~Initial Auth.~~ ~~12-22-64~~ Addt'l Auth. 6-25-65	23.2
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 39,515.00	$ 25,072.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer MAR 8 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 6905-P64

Oregon State Highway Department

Federal-Aid
Project No. ER-108(1)

APPLEGATE RIVER-O'BRIEN SECTION OF THE

REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices, temporary, permanent repair by State forces and negotiated equipment rental.)

Salem, Oregon, February 8, 1966

Type Code Y006
Riprap (MP 7.0 to MP 8)(MP 12.5-to MP 34.7)(Contract #6593)

Tractor, with Dozer and Ripper	5 hr.	$ 80.00	$ 400.00
Loose Riprap	880 cu.yd.	4.25	3,740.00
Furnish and Stockpile Loose Riprap	1,080 cu.yd.	3.85	4,158.00
			$ 8,298.00
Flagging (57½% Contractors Cost)	All Required		$ 50.00
Seeding and Fertilizing	All Required		350.00
			$ 400.00
			$ 8,698.00
	Engr. & Cont.		869.00
	Subtotal		$ 9,567.00

Type Code Y006
Flood Repair Temporary and Permanent (MP 7.0 - MP 8.0)(MP 12.5 - MP 34.7)
Temporary

Negotiated Equipment, Labor & Materials	All Required	$ 3,504.54
State Force Equipment, Labor & Materials	All Required	9,501.90
		$ 13,006.44

Permanent

Approved State Force Order #1 & Supp. #1	All Required	$ 14,220.00
		$ 27,226.44
	Engr. & Cont.	2,721.56
	Subtotal	$ 29,948.00
	Total	$ 39,515.00

Length of Roadway - - - - - - 23.2 miles (intermittent)

Oregon State Highway Department

Federal-Aid
Project No. ER-108(1)

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds	State Funds
Applegate River-O'Brien Section (Contract #6593)	$ 9,567.00	$ 6,070.00	$ 3,497.00
Temporary and Permanent Repair	29,948.00	19,002.00	10,946.00
	$ 39,515.00	$ 25,072.00	$ 14,443.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 17-1064
17-4701
17-4401
17-4501

There was no Phase # 1 Report submitted for this project. The amount shown as State Force Temporary Repair was taken from our Costs Records. DMS Costs are not included in this estimate. We are missing one equipment rental report for a minor item (welder) from the Rogue Valley Steel Co.

Oregon State Highway Department

Federal-Aid
Project No. ER-108(1)

APPLEGATE RIVER-O'BRIEN SECTION OF THE

REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 27, 1965

Type Code Y006
Riprap (MP 7.0 to MP 8)(MP 12.5 to MP 34.7)

Tractor, with Doser and Ripper	5 hour	$20.00	$ 100.00
Loose Riprap	880 cu.yd.	5.00	4,400.00
Furnishing and Stockpiling Loose Riprap	1,080 cu.yd.	4.25	4,590.00
			$ 9,090.00
Flagging (57% of Contractor's Cost)	All Req.		$ 50.00
Seeding and Fertilizing	All Req.		350.00
			$ 400.00
	Subtotal		$ 9,490.00
	10% Engr. & Cont.		949.00
	Total		$10,439.00

Federal Funds	$ 521.00
State Funds	9,918.00*
	$10,439.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$37,561.00	$1,879.00	$35,682.00*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

Oregon State Highway Department

Federal Aid
Project No. ER-108(1)

APPLEGATE RIVER-O'BRIEN SECTION OF THE

REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 21, 1965

Type Code Y006
Riprap (M.P. 7.0 to M.P. 8)(M.P. 12.5 to M.P. 34.7)

Loose Riprap	880 cu.yds.	$ 5.00	$ 4,400.00
Furnish Loose Riprap	1,080 cu.yds.	4.25	4,590.00
			$ 8,990.00
Flagging (57½% of contractor's cost)	All Required		$ 50.00
Seeding and Fertilizing	All Required		350.00
			$ 400.00
	Subtotal		$ 9,390.00
	10% Engr. & Cont.		939.00
	Total		$10,329.00

Federal Funds	$ 516.00
State Funds	9,813.00*
	$10,329.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$37,671.00	$1,884.00	$35,787.00*

*Note: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-8-44		Oregon
PROJECT REPORT NO. 2 ER-103(1)	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Josephine
		PROJECT NO. ERFO-108(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

O'Brien-Dwight Creek Section of the Redwood Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	Initial Auth. 12-22-64 Addt'l Auth. 6-25-65	4.52
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,808.00	$ 12,808.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By T. K. Lobre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~XXI~~ A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer MAR 8 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8906-P64

Oregon State Highway Department

Federal Aid
Project No. ERFO-108(2)

O'BRIEN-DWIGHT CREEK SECTION OF THE

REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and temporary and permanent repair by State forces and negotiated equipment rental.)

Salem, Oregon, February 10, 1966

Type Code Y006
Riprap (MP 36.00 to MP 40.87)(Contract No. 6593)

Tractor, with Dozer and Ripper	1 hr.	$80.00	$ 80.00
Furnishing and Stockpiling Loose Riprap	280 cu.yds.	3.85	1,078.00
			$ 1,158.00
Flagging (57½% of Contractor's Cost)	All Required		$ 10.00
Seeding and Fertilizing	All Required		70.00
			$ 80.00
			$ 1,238.00
	Engr. & Cont.		123.00
	Subtotal		$ 1,361.00

Type Code Y006
Flood Repair Temporary and Permanent (MP 36.35-MP 40.87)

Temporary

Negotiated Equipment, Labor and Materials	All Required	$ 2,240.81
State Force Equipment, Labor and Materials	All Required	966.93
		$ 3,207.74

Permanent

Approved State Force Order #2 & Supp. #2	All Required	$ 7,200.00
		$10,407.74
	Engr. & Cont.	1,039.26
	Subtotal	$11,447.00
	Total	$12,808.00

Length of Roadway ———————— 4.52 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
O'Brien-Dwight Cr. Section (Contract #6593)	$ 1,361.00	$ 1,361.00
Temporary and Permanent Repair	11,447.00	11,447.00
	$12,808.00	$12,808.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 17-1064
17-4401
17-4501
17-4701

The field engineer neglected to submit a phase 1 report. The temporary cost amount as shown on the estimate was taken from our cost records. D.M.S. charges are not included in this estimate.

Oregon State Highway Department

Federal-Aid
Project No. ERFO-108(2)

O'BRIEN-DWIGHT CREEK SECTION OF THE

REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 27, 1965

Type Code Y006
Riprap (aP 36.00 to aP 40.87)

Tractor, with Dozer and Ripper	1 hour	$20.00	$ 20.00
Furnishing and Stockpiling Loose Riprap	280 cu.yd.	4.25	1,190.00
			$1,210.00
Flagging (57½% of Contractor's Cost)	All Req.		$ 10.00
Seeding and Fertilizing	All Req.		70.00
			$ 80.00
	Subtotal		$1,290.00
	10% Engr. & Cont.		129.00
	Total		$1,419.00

Federal Funds -	$ 70.00
State Funds -	1,349.00*
	$1,419.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$9,581.00	$480.00	$9,101.00*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

Oregon State Highway Department

Federal-Aid
Project No. ERFO-108(2)

O'BRIEN-DWIGHT CREEK SECTION OF THE

REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 21, 1965

Type Code Y006
Riprap (MP 36.00 to MP 40.87)

Furnish Loose Riprap	280 cu.yd.	$4.25	$1,190.00
			$1,190.00
Flagging (57½% of Contractor's Cost)	All Required		$ 10.00
Seeding and Fertilizing	All Required		70.00
			$ 80.00
	Subtotal		$1,270.00
	10% Engr. & Cont.		127.00
	Total		$1,397.00

Federal Funds -	$ 69.00
State Funds -	1,328.00*
	$1,397.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$9,603.00	$481.00	$9,122.00*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-101	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 2	3-8-66	COUNTY Jackson
		PROJECT NO. ER-112(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Rogue River - Ashland Section.

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING			
RIGHTS-OF-WAY			
CONSTRUCTION	Initial Auth. Addt'l Auth.	12-22-64 6-25-65	36.6
*OTHER *(Specify)*			

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 83,625	$ 53,059.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer MAR 8 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid
Project No. ER-112(1)

ROGUE RIVER-ASHLAND SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and temporary and permanent repairs by State forces and negotiated equipment rental.)

Salem, Oregon, February 8, 1966

Type Code X006
Riprap (MP 269.5 to MP 275.5) (MP 276.95 to MP 277.69) (MP 290.2 to MP 293.2)
(Contract No. 6593)

Special Borrow, Unclassified	2,310 cu.yds.	$ 2.65	$ 6,121.50
Tractor, with Dozer and Ripper	14 hours	80.00	1,120.00
Loose Riprap	4,800 cu.yds.	4.25	20,400.00
			$27,641.50
Flagging (57½% of Contractor's Cost)	All Req.		140.00
Seeding and Fertilizing	All Req.		980.00
			$ 1,120.00
			$28,761.50
	Engr. & Cont.		2,875.50
	Subtotal		$31,637.00

Type Code 5231
Flood Repair, Temporary & Permanent (MP 269.2-MP 305.8)(Less Frontage Rd. MP 275.2)

Temporary		
Negotiated Equipment, Labor and Materials	All Req.	$16,236.64
State Force Equipment, Labor and Materials	All Req.	11,506.97
		$27,743.61
Permanent		
Approved State Force Order No. #2	All Req.	$19,530.00
		$47,273.61
Engr. & Cont.		4,714.39
		$51,988.00
Total		$83,625.00

Length of Roadway - - - - - - - - - - - 36.6 mi. (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Riprap (Contract #6593)	$31,637.00	$20,073.00	$11,564.00
Temporary & Permanent Repair	51,988.00	32,986.00	19,002.00
	$83,625.00	$53,059.00	$30,566.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chapt.529,laws 1939

State Funds for Maint.: Chap. 529, laws 1939

Prefixes:

15-1025
15-4437
15-4537
15-4737

The amount of the temporary repair was arrived from the Phase 1 report. D.M.S. charges are not included in this estimate. An equipment rental agreement could not be found at this time for a D-4 cat at $12.00 per hour for 30.5 hours rented by Virgil O. Anderson.

Oregon State Highway Department

Federal-Aid
Project No. EK-112(1)

KLAMATH RIVER-ASHLAND SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 27, 1965

Type Code Y006
Riprap (MP 269.5 to MP 275.5)(MP 276.95 to MP 277.69)(MP 290.2 to MP 293.2)

Special Borrow, Unclassified	2,310 cu.yd.	$ 1.50	$ 3,465.00
Tractor, with Dozer and Ripper	14 hour	20.00	280.00
Loose Riprap	4,800 cu.yd.	5.00	24,000.00
			$27,745.00
Flagging (57½% of Contractor's Cost)	All Req.		$ 140.00
Seeding and Fertilizing	All Req.		980.00
			$ 1,120.00
	Subtotal		$28,865.00
	10% Engr. & Cont.		2,886.00
	Total		$31,751.00

Federal Funds -	$ 1,587.00
State Funds -	30,164.00*
	$31,751.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$52,249.00	$2,613.00	$49,636.00*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

Oregon State Highway Department

Federal Aid
Project No. ER-112(1)

ROGUE RIVER-ASHLAND SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 21, 1965

Type Code Y006
Riprap (M.P. 269.5 to M.P. 275.5)(M.P. 276.95 to M.P. 277.69)(M.P. 290.2 to M.P. 293.2)

Special Borrow, Unclassified	2,310 cu.yds.	$ 1.50	$ 3,465.00
Loose Riprap	4,800 cu.yds.	5.00	24,000.00
			$27,465.00
Flagging (57½% of contractor's cost)	All Required		$ 140.00
Seeding and Fertilizing	All Required		980.00
			$ 1,120.00
	Subtotal		$28,585.00
	10% Engr. & Cont.		2,858.00
	Total		$31,443.00

Federal Funds	$ 1,572.00
State Funds	29,871.00*
	$31,443.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$52,557.00	$2,628.00	$49,929.00*

*Note: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-102	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 2	3-8-66	COUNTY Josephine & Jackson
# 6293		PROJECT NO. BR-114(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Rogue River Highway Section.

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING			
RIGHTS-OF-WAY			
CONSTRUCTION	Initial Auth. Addt'l Auth.	12-22-64 6-25-65	10.3
*OTHER *(Specify)*			

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 42,401.00	$ 26,902.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Clabe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer MAR 8 1966

Oregon State Highway Department

Federal Aid
Project No. ER-114(1)

ROGUE RIVER HIGHWAY SECTION IN

JOSEPHINE AND JACKSON COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices and temporary and permanent repairs by State Force and negotiated equipment rental.)

Salem, Oregon, February 8, 1966

Type Code Y006
Roadway (MP 3.87 to MP 13.47)(Contract #6593)

Watering	110 M-gal.	$ 6.00	$ 660.00
Tractor with Dozer & Ripper	10 hrs.	80.00	800.00
3/4" - 0 Material in Base	500 cu.yd.	4.75	2,375.00
Stone Base	3,500 cu.yds.	4.75	16,625.00
Furnishing and Stockpiling Loose Riprap	250 cu.yds.	3.85	962.50
			$ 21,422.50
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
Seeding and Fertilizing	All Required		700.00
			$ 800.00
			$ 22,222.50
		Engr. & Cont.	2,221.50
		Subtotal	$ 24,444.00

Type Code Y006
Flood Repair Temporary & Permanent (MP 3.5-MP 13.8)

Temporary:			
Negotiated Equipment, Labor & Materials	All Req.		$ 2,411.42
State Force Equipment, Labor & Materials	All Req.		7,794.22
			$ 10,205.64
Permanent:			
Approved State Force Orders #1 & Supp. #1	All Req.		$ 6,120.00
			$ 16,325.64
		Engr. & Cont.	1,631.36
		Subtotal	$ 17,957.00

Total $ 42,401.00

Length of Roadway - - - - - - - - - - -10.3 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Rogue River Hwy. (Cont. #6593)	$24,444.00	$15,509.00	$ 8,935.00
Temporary & Perm. Repairs	17,957.00	11,393.00	6,564.00
	$42,401.00	$26,902.00	$ 15,499.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Prefixes

15-4443	17-4436	15-1025
15-4543	17-4536	
15-4743	17-4736	

There was no Phase I report submitted for this project. The amount shown as State Force temporary repair was taken from our cost records. DMS costs are not included in this estimate.

Oregon State Highway Department

Federal-Aid
Project No. Ed-114(1)

ROGUE RIVER HIGHWAY SECTION IN

JOSEPHINE AND JACKSON COUNTIES

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 27, 1965

Type Co e Y006
Roadway (MP 3.87 to MP 13.47)

Watering	110 cu.yd.	$ 4.00	$ 440.00
Tractor, with Dozer and Ripper	10 hour	20.00	200.00
3/4" - 0 Material in Base	500 M-gal.	4.25	2,125.00
Stone Base	3,900 cu.yd.	4.00	14,000.00
Furnishing and Stockpiling Loose Riprap	250 cu.yd.	4.25	1,062.50
			$17,827.50
Flagging (5 7/8% of Contractor's Cost)	All Req.		$ 100.00
Seeding and Fertilizing	All Req.		700.00
			$ 800.00
	Subtotal		$18,627.50
	10% Engr. & Cont.		1,862.50
	Total		$20,490.00

Federal Funds -	$ 1,024.00
State Funds -	19,466.00*
	$20,490.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$33,510.00	$1,676.00	$31,834.00*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

Oregon State Highway Department

Federal-Aid
Project No. ER-114(1)

ROGUE RIVER HIGHWAY SECTION IN

JOSEPHINE AND JACKSON COUNTIES

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 27, 1965

Type Code Y006
Roadway (MP 3.87 to MP 13.47)

Watering	110 cu.yd.	$ 4.00	$ 440.00
Tractor, with Dozer and Ripper	10 hour	20.00	200.00
3/4" - 0 Material in Base	500 M-gal.	4.25	2,125.00
Stone Base	3,500 cu.yd.	4.00	14,000.00
Furnishing and Stockpiling Loose Riprap	250 cu.yd.	4.25	1,062.50
			$17,827.50
Flagging (5 7/8% of Contractor's Cost)	All Req.		$ 100.00
Seeding and Fertilizing	All Req.		700.00
			$ 800.00
	Subtotal		$18,627.50
	10% Engr. & Cont.		1,862.50
	Total		$20,490.00

Federal Funds	$ 1,024.00
State Funds	19,466.00*
	$20,490.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$33,510.00	$1,676.00	$31,834.00*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

Oregon State Highway Department

Federal-Aid
Project No. ER-114(1)

ROGUE RIVER HIGHWAY SECTION IN

JOSEPHINE AND JACKSON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 21, 1965

Type Code Y006
Roadway (MP 3.87 to MP 13.47)

Watering	110 cu.yd.	$4.00	$ 440.00
3/4" - 0 Material in Base	500 M-gal.	4.25	2,125.00
Stone Base	3,500 cu.yd.	4.00	14,000.00
Furnish Loose Riprap	250 cu.yd.	4.25	1,062.50
			$17,627.50
Flagging (57½ of Contractor's Cost)	All Required		$ 100.00
Seeding and Fertilizing	All Required		700.00
			$ 800.00
	Subtotal		$18,427.50
	10% Engr. & Cont.		1,842.50
	Total		$20,270.00

Federal Funds -	$ 1,013.00
State Funds -	19,257.00*
	$20,270.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$33,730.00	$1,687.00	$32,043.00*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

Oregon State Highway Department

Federal-Aid
Project No: ER-114(1)

ROGUE RIVER HIGHWAY SECTION IN

JOSEPHINE AND JACKSON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 21, 1965

Type Code X006
Roadway (MP 3.87 to MP 13.47)

Watering	110 cu.yd.	$4.00	$ 440.00
3/4" - 0 Material in Base	500 M-gal.	4.25	2,125.00
Stone Base	3,500 cu.yd.	4.00	14,000.00
Furnish Loose Riprap	250 cu.yd.	4.25	1,062.50
			$17,627.50
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
Seeding and Fertilizing	All Required		700.00
			$ 800.00
	Subtotal		$18,427.50
	10% Engr. & Cont.		1,842.50
	Total		$20,270.00

Federal Funds -	$ 1,013.00
State Funds -	19,257.00*
	$20,270.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$33,730.00	$1,687.00	$32,043.00*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

Oregon State Highway Department

Federal-Aid
Project No. ER-114(1)

ROGUE RIVER HIGHWAY SECTION IN

JOSEPHINE AND JACKSON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 21, 1965

Type Code Y006
Roadway (MP 3.87 to MP 13.47)

Watering	110 cu.yd.	$4.00	$ 440.00
3/4" - 0 Material in Base	500 M-gal.	4.25	2,125.00
Stone Base	3,500 cu.yd.	4.00	14,000.00
Furnish Loose Riprap	250 cu.yd.	4.25	1,062.50
			$17,627.50
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
Seeding and Fertilizing	All Required		700.00
			$ 800.00
	Subtotal		$18,427.50
	10% Engr. & Cont.		1,842.50
	Total		$20,270.00

Federal Funds -	$ 1,013.00
State Funds -	19,257.00*
	$20,270.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$33,730.00	$1,687.00	$32,043.00*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

RECEIVED
MAR 4 - 1966
FOR FILING

Form 63-131 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-102(1)

TO: 6593 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 2, 1966

In reply refer to: 08-35-DB

By: T. Dec
Engineering Coordinator

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-112(1)
Rogue River-Ashland Section, Pacific Highway
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 Statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's February 8, 1966 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 36.6 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $17,860.00 and State Force Account work amount of $12,657.00. Estimated emergency fund participation is to be at the regular pro-rata share, or $19,363.00.

A finding regarding non-incidental permanent repairs on the project by State Forces was previously transmitted on April 21, 1965. We concurred in the contract award for District - C Flood Repair Sections on May 20, 1965.

REFERRED TO
Yours w/encls.
By Asst. State Hwy. Engr. 3-4-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 1 - 1966

Form CO-121 (11-63) (Prec. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

EK-103(1)

6593

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 1, 1966

In reply refer to: 08-35-DB

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-108(2)
O'Brien - Dwight Creek Section, Redwood Highway
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's February 10, 1966 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 4.52 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $2,465.00 and State Force Account work amount of $1,064.00. Estimated emergency fund participation is to be 100% financing, or $3,529.00.

A finding regarding non-incidental permanent repairs on the project by State Forces was previously transmitted on April 21, 1965. We concurred in the contract award for District C Flood Repair Sections on May 20, 1965.

REFERRED TO
By Asst. State Hwy. Engr. 3-4-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 2 - 1966
FOR FILING

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-103(1)

TO 623 : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 28, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-108(1)
Applegate River - O'Brien Section
Redwood Highway
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's February 8, 1966 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 23.2 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $3,855.00 and State Force Account work amount of $10,452.00. Estimated emergency fund participation is to be at the regular prorata share or $9,077.00.

A finding regarding nonincidental permanent repairs on the project by State Forces was previously transmitted on April 21, 1965. We concurred in the contract award for District C - Flood Repair Sections on May 20, 1965.

REFERRED TO
James Wiends.
By Asst. State Hwy. Engr.
3-2-66

RECEIVED
MAR - 1 1966
OFFICE OF
STATE [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 2 - 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ER-103(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6543

DATE: February 28, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-114(1)
Rogue River Section
Rogue River Highway
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repairs plans and the details of such work included in the agreement estimate submitted with Mr. Young's February 8, 1966 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 10.3 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $2,652.00 and State Force Account work amount of $8,573.00. Estimated emergency fund participation is to be at the regular prorata share or $7,122.00.

A finding regarding nonincidental permanent repairs on the project by State Forces was previously transmitted on April 26, 1965. We concurred in the contract award for District-C Flood Repair Sections on May 20, 1965.

RECEIVED
MAR 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young w/encls.
By Asst. State Hwy. Engr
3-2-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 20 1965
FOR FILING

Maint
Drainage
Spec

April 16, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 100 Series covering permanent restoration work on the City of Rogue River-Ashland Section of the Pacific Highway in Jackson County in connection with Federal-Aid Project No. NH-112(1).

This permanent restoration work is necessary because of damage incurred during the December 1964 floods. The miscellaneous work consists of fencing, guard rail, shoulders, washed-out pavement, culvert clearing and removal and disposal of debris around bridge piers.

State Forces are available to perform the work expeditiously and in the time prescribed. The work will be performed with State maintenance crews and equipment with materials from State sources. Because of the miscellaneous character of the work, it can be done more economically and efficiently by State crews.

The work was verbally recommended by the BPR Assistant Area Engineer as an emergency condition April 5, 1965. Your approval as of that date is requested.

The estimated cost of the work is $19,530.00 with Federal participation of $11,718.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:lt
Enc.

cc: F. D. Morgan
R. N. Chase

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
2-94		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
6593 2	2 14 66	Josephine
		PROJECT NO. ER-104(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

State FAS Routes.

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING			
RIGHTS-OF-WAY			
CONSTRUCTION	Initial Auth. Addt'l Auth.	12-22-64 5-3-65	27.9
*OTHER (Specify)			

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 25,938.00	$ 16,457.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laurgaard

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer FEB 14 1966

Oregon State Highway Department

Federal Aid
Project No. ER-104(1)

STATE FAS ROUTES IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement based on low bid prices, approved State Force Orders and temporary repair by State forces and negotiated equipment rental agreements.)

Salem, Oregon, January 11, 1966

Type Code Y006
FAS 260 (MP 1.9 to MP 8.0)(Contract No. 6593)

Tractor, with dozer and ripper	2 hrs.	$ 80.00	$ 160.00
Loose Riprap	140 cu.yds.	4.25	595.00
Furnishing and Stockpiling Loose Riprap	350 cu.yds.	3.85	1,347.50
			$ 2,102.50
Flagging (57½% of contractor's costs)	All Req.		$ 15.00
Seeding and Fertilising	All Req.		105.00
			$ 120.00
	Subtotal		$ 2,222.50
	Engr. & Cont.		222.50
	Total		$ 2,445.00

Type Code Y006
Flood Repair, Temporary and Permanent (FAS 260, MP 1.9 - MP 8.0)(FAS 261, MP 2.3 - MP 18.0)(FAS 280, MP 7.2 - MP 13.3)

Temporary:

Negotiated equipment, labor and materials	All Req.	$ 3,007.35
State Force equipment, labor and materials	All Req.	10,526.89
		$13,534.24

Permanent:

Approved State Force Orders

SFO #1	Oregon Caves Hwy.	All Req.	$ 1,626.00
SFO #1	Rogue River Loop Hwy.	All Req.	4,038.00
SFO #2	Williams Hwy.	All Req.	2,160.00
		Subtotal	$ 7,824.00

	$ 21,358.24
Engr. & Cont.	2,134.76
Total	$ 23,493.00

Length of Roadway - - - - - - - - - - - -27.9 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
FAS #260 (Contract #6593)	$ 2,445.00	$ 1,551.00	$ 894.00
Temporary & Permanent Repairs	23,493.00	14,906.00	8,587.00
	$25,938.00	$16,457.00	$9,481.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes 17-1064

17-4403	117-4461	117-4463
17-4503	117-4561	117-4563
17-4703	117-4761	117-4763

There was no Phase I Report submitted for this project. The amount of temporary repair was copied from charges and bills on the cost books. No D.M.S. charges are included in this estimate.

Oregon State Highway Department

Federal-Aid
Project No. ER-104(1)

STATE FAS ROUTES IN JOSEPHINE COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 27, 1965

Type Code Y006
FAS 260 (MP 1.9 to MP 8.0)

Tractor, with Dozer and Ripper	2 hour	$20.00	$ 40.00
Loose Riprap	140 cu.yd.	5.00	700.00
Furnishing and Stockpiling Loose Riprap	350 cu.yd.	4.25	1,487.50
			$2,227.50
Flagging (57% of Contractor's Cost)	All Req.		$ 15.00
Seeding and Fertilizing	All Req.		105.00
			$ 120.00
	Subtotal		$2,347.50
	10% Engr. & Cont.		234.50
	Total		$2,582.00

Federal Funds -	$ 129.00
State Funds -	2,453.00*
	$2,582.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$21,918.00	$1,096.00	$20,822.00*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

Oregon State Highway Department

Federal-Aid
Project No. ER-104(1)

STATE FAS ROUTES IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 21, 1965

Type Code X006
FAS 260 (MP 1.9 to MP 8.0)

Loose Riprap	140 cu.yd.	$5.00	$ 700.00
Furnish Loose Riprap	350 cu.yd.	4.25	1,487.50
			$2,187.50
Flagging (57½% of Contractor's Cost)	All Required		$ 15.00
Seeding and Fertilizing	All Required		105.00
			$ 120.00
	Subtotal		$2,307.50
	10% Engr. & Cont.		230.50
	Total		$2,538.00

Federal Funds -	$ 126.00
State Funds -	2,412.00*
	$2,538.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$21,962.00	$1,099.00	$20,863.00*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

RECEIVED
FEB 15 1966
FOR FILING

ER-103 (1)

6593

February 14, 1966

Oregon Automobile Insurance Company
501 Equitable Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $975.00 will be made to Hughes and Dodd Company on Contract No. 6593 for grading and surfacing the District 3-C flood repair project on five state highways in Josephine and Jackson Counties, as soon as the warrant is prepared.

The total amount paid on this contract will be $82,682.14 including the post-final payment. Of the total $1,453.83 is for force account work.

Very truly yours,

Floyd Ousery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Hughes and Dodd Company
4048 Crater Lake Highway
Medford, Oregon

Victor S. Risley
Board of Trade Building
Portland, Oregon 97204

C. H. Maison
Attn: John Herr

RECEIVED
FEB 3 - 1966
FOR FILING

Form CO-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6593

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 31, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-104(1)
State FAS Routes
Josephine County
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent work made necessary by flood damage on the subject project. State Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's January 11, 1966 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 27.9 (intermittent) miles of roadway and bridges at a total estimated negotiated contract amount of $3,308.00 and State Force Account work amount of $11,580.00. Estimated emergency fund participation is to be at the regular pro-rata share or $9,446.00.

Findings regarding nonincidental permanent repairs on the project by State Forces were previously transmitted on April 27, and April 30, 1965. We concurred in the contract award for District 3-C Flood Repair on May 20, 1965.

REFERRED TO
By Asst. State Hwy. Engr.
2-2-66

RECEIVED
FEB 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121 (1-63) Prcs. by G.O. 106-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: March 10, 1965

In reply refer to: 08-35.3-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By T. Dec, Engineering Coordinator

SUBJECT: Oregon Emergency Program - Flood of December 1964 & January 1965

Our Washington office has reviewed and approved the below listed projects on the subject program, effective the dates shown below:

Item	Project	Location	Program Approval Date
17	ER-102(1)	State FAS Rtes., Coos Co.	March 2, 1965
18	ER-103(1)	State FAS Rtes., Jackson Co.	March 2, 1965
20	ER-104(1)	State FAS Rtes., Josephine Co.	March 2, 1965
94	ER-152(1)	Forest Bdry - Siletz Sec.	March 8, 1965

These projects shall be governed by PPM 23-1.

This approval is given with token financing in the amount of 5% of emergency funds with the understanding that the Federal share may be subject to increase to the regular prorata if and when additional emergency funds become available. However, this approval cannot serve as a commitment or obligation on the part of the United States to provide such additional funds.

Item 17, ER-102(1) State FAS Routes in Coos County was field reviewed by this office and the removal of the slides in the vicinity of Milepost 12.5 to 13.3 on FAS 262 appears ineligible under emergency funds because of their small number and size. It would appear these should be considered merely heavy maintenance.

Our field review of all these projects is not complete and the determination of eligibility of the remaining work will be made prior to our P.S. & E. authorization in accordance with paragraph 10e of PPM 23-1.

Federal Emergency Funds approved to date are summarized as follows:

	63% funds	63% token funds	100% funds	100% token funds
Previous	$ 717,500	$ 146,230	$2,874,660	$ 230,580
This action	0	24,390	0	0
New balance	$ 717,500	$ 170,620	$2,874,660 *	$ 230,580
Totals:	$888,120		$3,105,240	

ADOPTED
LLOYD P. SHAW

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Original To Young
3-18-65

* Includes $1,410,000 under agreement by Public Roads and $169,580 for Indian Reservation Roads.

The total estimated cost for these projects is $487,800.

RECEIVED
MAR 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 - 1966
FOR FILING

ER-103(1)
6513

#13

January 26, 1966

Hughes and Dodd Company
4048 Crater Lake Highway
Medford, Oregon

Gentlemen:

The State Highway Commission at its meeting on January 25, 1966, considered your request for an extension of time on Contract No. 6513 for the District 3-C Flood Repair on eight state highways in Josephine and Jackson Counties.

After considering the recommendation of the Engineer and other available information the Commission extended the specified completion date to August 28, 1965, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L. R. Chandler
Glenn Roberts
F. D. Morgan
L. H. Young
C. H. Maleom
Bureau of Public Roads

FORM B-99 SCM 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1965

SUBJECT: Extension of Time
District 3-C Flood Repair
8 Highways
Contract No. 6593

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

This request from Hughes and Dodd Company was submitted to you on October 7 and was subsequently sent to the Bureau of Public Roads which replied on November 9 declining the request. At your request we have reviewed this and some of the pertinent information is shown on the attached sheet.

The letter notice of award is dated May 21. The contractor started work on June 1, which, we believe, was reasonably prompt. For the next four and one-half weeks he performed an average of about 15% of the total project work per week until he stopped work on July 7 with some 66% of the project completed.

At that time the State Bridge crew was working on the Williams Creek Bridge which was one of the areas to be riprapped under the contract. This State structural work was done by July 26, but since the contractor had already moved to other work not related to this project, the State crew made no particular effort to complete their cleanup at the bridge site and this was not done until August 17. In the meantime, the contractor had resumed work on the project on August 6, working on the Redwood and Oregon Caves Highways. He started work on the Williams Highway segment on August 18, which was the next day after this site was cleaned up and available to him.

It is true, as the Bureau of Public Road pointed out in declining the time request, that the Williams work constituted only 3% of the total project. However, no guaranteed date of its availability was given to the contractor. It does not seem unreasonable for him to take advantage of other work in order to keep his equipment employed when he was faced with an interruption of his schedule on this project. You will note from the chart that had he continued at the same rate at wh ich the work was actually accomplished later, he would have been all done by August 1, well ahead of the specified completion date. No formal shutdown or stop work orders were issued. There was no loss to the travelling public because of the late completion.

JBK

Due to the interruption in schedule which we imposed on the contractor, it is recommended that the request be submitted to the Highway Commission for approval to delete all liquidated damages.

Your file is returned herewith.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm
Attachments

RECEIVED
DEC 17 1965
STATE HIGHWAY LABORATORY

% of Project Complete

20 40 60 100

May 1

June 1

July 1

Aug. 1

District 3-C Flood Repair
Contract No. 6593

Bids opened 5-18
Letter Notice of Award 5-21
Contract Mailed 5-28

Contractor started work 6-1

6-5 = 10%

6-12 = 20%

6-19 = 32%

6-26 = 50%

7-3 = 65%

7-7 = 66% - Work shut down

Bridge work done 7-26
(by State crew)

8-6 - Work resumed

8-14 = 85%

8-15 = Specified Completion

Bridge site cleaned up & 8-17
available to contractor

13 days Penalty

8-21 = 98%

8-28 = 100%

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

LL Klaboe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 9, 1965

In reply refer to: 08-35.DB

FROM : A.W. Parsons, Division Engineer
Salem, Oregon

Routing
Morgan — Peace
Decker — Moreland
Bond — Trout
Barbee — Scott
Walker — Wills
Litchfield
Olson
Swan

RECEIVED
NOV 1 0 1965
CONSTRUCTION
DIVISION

SUBJECT: Oregon District 3-C Flood Repair Contract Projects ER-103(1), ER-104(1), ER-108(1), ER-112(1), ER-113(1), ER-114(1), ERFO-104(2) ERFO-108(2).
Request for time extension

The contractor has requested that the completion date on the subject project be extended from August 15, 1965, as specified, to August 30, 1965, due to delays caused by work by State Forces at the Williams Creek bridge (M.P. 18) on the Williams Highway, project No. ERFO-104(2). Mr. Klaboe's letter of October 12, 1965, requests concurrence in your recommendation for an extension to August 28, 1965, for the same reasons.

The contract calls for 500 C.Y. of Riprap to be stockpiled at the Williams Creek bridge site. This work involves approximately 3% of the contract amount.

The State bridge crew occupied the site from 7-7-65 to 7-26-65 for contract operations in the vicinity of the bridge. Records indicate that some work was performed by the contractor on other routes between 8-6-65 and 8-14-65 (8 routes included in this contract).

Due to the small amount of work involved at this location, and since the contractor did have time to reschedule his work on other portions of the contract, we do not feel that a time extension can be justified for this contract on the basis of facts presented in Mr. Klaboe's letter.

Federal participation should therefore be based on the specified completion date with proper assessment of liquidated damages.

REFERRED TO
Bond w/file
By Asst. State Hwy. Engr.

RECEIVED
NOV 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Ok to sign
Pk decision after surgery
Sent to Mr. Morgan
11-19-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 8M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
District 3-C Flood Repair
Eight Highways
Project Nos. ER-103(1),
ER-104(1), ER-108(1),
ER-112(1), ER-113(1),
ER-114(1), ERFO-104(2),
ERFO-103(2)

Dear Mr. Parsons:

We have received a request from Hughes and Dodd Company, contractor on the subject project for an extension of the specified completion date from August 15, 1965, to August 30, 1965.

The contractor's request is based on delays caused by the State's Bridge Maintenance crew's work on the Williams Creek Bridge, which was one of the areas to be repaired with riprap on this project.

The Resident Engineer's weekly reports for the weeks ending July 7, 16, 23 and 30, 1965, list the following: "No work, waiting until Williams Creek Bridge is completed to finish project".

This contract is governed by the 1964 Standard Specifications which allow extensions of time based on "...failure of the State, ... to act promptly in carrying out obligations and duties, ...". The work which the State's bridge crew was engaged in definitely caused an 18-calendar day delay to the contractor's operations. An extension in this amount is justified.

The project was completed August 2~~0~~8, 1965, which is 13 calendar days beyond the specified completion date. It is our recommendation that the completion date for this project be extended to August 23, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
L. R. Chandler

FORM E-80 80M 3-65 SP 6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1965

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer

BUILDING

SUBJECT: Extension of Time
District 3-C Flood Repair
8 Highways
Contract No. 6593

Attached is a request from Hughes and Dodd Company, contractor on the subject section, for an extension of the specified completion date from August 15, 1965 to August 30, 1965 without the assessment of liquidated damages.

The contractor's request is based on delays caused by the State's Bridge Maintenance crew's work on the Williams Creek Bridge, which was one of the areas to be repaired with rip rap on this project.

The Resident Engineer's weekly reports for the weeks ending July 7, 16, 23 and 30, 1965, list the following: "No work, waiting until Williams Creek Bridge is completed to finish project".

This contract is governed by the 1964 Standard Specifications which allow extensions of time based on "... failure of the State, ... to act promptly in carrying out obligations and duties, ...". The work which the State's bridge crew was engaged in definitely caused an 18 calendar day delay to the contractor's operations. An extension in this amount is justified.

NOTED
F. B. KLABOE

This project was completed on August 28, 1965 which is 13 calendar days beyond the specified completion date. This amounts to $975.00 in liquidated damages based on the penalty rate of $75 per day.

We recommend that the specified completion date be extended to August 28, 1965. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads' Assistant Area Engineer who agrees that our reasons for granting an extension are valid.

Rough drafts of letters to the Bureau of Public Roads and Oregon State Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

DES:jkk
Attach.

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

6/17/66 A

Form Approved; Budget Bureau No. 41-R2089.1

RECEIVED JUN 21 1966

STATE COPY

MONTHLY TRANSACTION NO. 2178

FORM PR-2 (REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

1-17-66

STATE: Oregon

COUNTY: Jackson

PROJECT NO.: EB-103(1)

PROJECT REPORT NO.: FOR FILING 2 ER-103 (1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

State FAS Routes in Jackson Co.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION — Initial Auth.	12-22-64	53.8
CONSTRUCTION — Addt'l Auth.	5-3-65	
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 155,612	$ 98,734.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer L R Backlund

JUN 17 1966

Oregon State Highway Department

Federal-Aid
Project No. ER-103(1)

STATE FAS ROUTES IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices, approved State Force Orders and estimated temporary repair.)

Salem, Oregon, May 5, 1966

Type Code Y006
FAS 268 (MP 18.7 to MP 19.3) FAS 271 (MP 0.55) (Cont. #6593)

Tractor with Dozer and Ripper	4 hour	$ 80.00	$ 320.00
Loose Riprap	1,050 cu.yd.	4.25	4,462.50
Furnishing and Stockpiling Loose Riprap	110 cu.yd.	3.85	423.50
			$ 5,206.00
Flagging (57½ of Contractor's Cost)	All Required		$ 40.00
Seeding and Fertilizing	All Required		280.00
			$ 320.00
		Subtotal	$ 5,526.00
		Engr. & Cont.	552.00
		Total	$ 6,078.00

Type Code 6201
Flood Repair FAS 268 (MP 00.0 to MP 21.7)
Temporary

State Forces Equipment, Labor & Materials	All Required	$ 16,689.07
Negotiated Equipment, Labor & Materials	All Required	12,526.51
		$ 29,215.58

Permanent

S.F.O. No. 1 Medford-Provolt Hwy.*	All Required	$ 5,883.22
		$ 35,098.80

Type Code 6201
Flood Repair FAS 288 (MP 0.3 to MP 14.0)
Temporary

State Force Equipment, Labor & Materials	All Required	$ 1,537.31
Negotiated Equipment, Labor & Materials	All Required	7,384.39
		$ 8,921.70

Permanent

S.F.O. No. 1 Lake of the Woods*	All Required	$ 11,541.25
		$ 20,462.95

*Note: The State Force Orders are shown as the actual amount shown on cost records.

Type Code 6201
Flood Repair FAS 271 (MP 0.0 to MP 6.1) (MP 16.1)
Temporary

State Force Equipment, Labor & Materials	All Required	$ 24,485.76
Negotiated Equipment, Labor & Materials	All Required	17,616.06
		$ 42,101.82

Permanent

S.F.O. No. 1 Sams Valley Hwy.*	All Required	$ 9,988.63
		$ 52,090.45

Type Code 6201
Flood Repair FAS 269 (MP 9.3 to MP 21.9)
Temporary

State Force Equipment, Labor & Materials	All Required	$ 18,654.06
Negotiated Equipment, Labor & Materials	All Required	20,450.39
		$ 39,104.45

Permanent

S.F.O. No. 2 Crater Lake Hwy.*	All Required	$ 2,777.65
		$ 41,882.10

Length of Project	53.80 miles	(intermittent)
Length of 2 Strs.	.30 miles	(exceptions)
Total	54.10 miles	

*Note: The State Force Orders are shown as the actual amount shown on cost records.

SUMMARY

Description	Total Cost	Federal Funds	State Funds
Contract No. 6593	$ 6,078.00	$ 3,856.00	$ 2,222.00
Temp. & Perm. Repair FAS 268	35,098.80	22,270.00	12,828.80
Temp. & Perm. Repair FAS 288	20,462.95	12,983.00	7,479.95
Temp. & Perm. Repair FAS 271	52,090.45	33,051.00	19,039.45
Temp. & Perm. Repair FAS 269	41,882.10	26,574.00	15,308.10
	$ 155,612.30	$ 98,734.00	$ 56,878.30

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
State Funds for Maint.: Chapter 529, Laws 1939.

Prefixes

15-1025			
15-4423	115-4461	115-4465	115-4467
15-4523	115-4561	115-4565	115-4567
15-4723	115-4761	115-4765	115-4767

There was no Phase 1 report submitted on FAS Route 288, Lake of the Woods Hwy.

Temporary State Force equipment, materials and labor does not agree with the Phase 1 reports on FAS Routes 268, 271 and 269 as amounts shown were taken from cost books.

BRS office charges are not included in this estimate.

Equipment rental agreements are not available for Molininger & Sons, Inc.; Backhoe for 3 hours at $12.50; R. & M. Construction Co., Track Digger for 5½ hours at $15.00; and Hughes & Dodd Co., Motor Grader, 24,500 lbs. at $11.00.

Oregon State Highway Department

Federal-Aid
Project No. ER-103(1)

STATE FAS ROUTES IN JACKSON COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 27, 1965

Type Code Y006
FAS 268 (MP 18.7 to MP 19.3) FAS 271 (MP 0.55)

Tractor with Doser and Ripper	4 hour	$20.00	$ 80.00
Loose Riprap	1,050 cu.yd.	5.00	5,250.00
Furnishing and Stockpiling Loose Riprap	110 cu.yd.	4.25	467.50
			$5,797.50
Flagging (57½ of Contractor's Cost)	All Req.		$ 40.00
Seeding and Fertilizing	All Req.		280.00
			$ 320.00
		Subtotal	$6,117.50
		10% Engr. & Cont.	611.50
		Total	$6,729.00

Federal Funds -	$ 336.00
State Funds -	6,393.00*
	$6,729.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$116,671.00	$5,834.00	$110,837.00*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

Oregon State Highway Department

Federal Aid
Project No. EW-103(1)

STATE FAS ROUTES IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 21, 1965

Type Code Y006
FAS 268 (M.P. 18.7 to M.P. 19.3) FAS 271 (M.P. 0.55)

Loose Riprap	1,050 cu.yd.	$ 5.00	$5,250.00
Furnish Loose Riprap	110 cu.yd.	4.25	467.50
			$5,717.50
Flagging (57½% of Contractor's Cost)	All Required		$ 40.00
Seeding and Fertilizing	All Required		280.00
			$ 320.00
	Subtotal		$6,037.50
	10% Engr. & Cont.		603.50
	Total		$6,641.00

Federal Funds	$ 330.00
State Funds	6,311.00*
	$6,641.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and Permanent work not covered by this contract	$116,759.00	$5,840.00	$110,919.00

*Note: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

RECEIVED
JAN 18 1966
FILING

ER-103 (1)

6593

January 17, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 13
January 25, 1966 meeting

Gentlemen:

Hughes and Dodd Company, contractor on the District 3-C Flood Repair Project on eight State Highways in Jackson and Josephine Counties, Contract 6593, requests an extension of the specified completion date from August 15 to August 30, 1965.

The contractor's request is based on delay awaiting completion of bridge repair work being done by a State Bridge Maintenance crew in an area where the contractor had riprap work to do. This conflict justifies an extension of the contract completion date to August 28, 1965, which was the actual completion date. I therefore recommend that the specified completion date be advanced to August 28, 1965, which will remove all liquidated damages.

This matter will be on the agenda for your consideration at the January 25 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:jkkJAB:bjm bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6993 Contractor Engles and Dodd Co.

Highway 8 Highways

Section District 3 - C Flood Repair

Kind of Work Grading and Surfacing

It is recommended that such extension be granted as requested under the following terms and conditions:

Delays caused by State Bridge Maintenance work on the Williams Creek Bridge justify an 18 calendar day extension.

*ER-103(1), ER-104(1), ER-108(1), ER-112(1), ER-113(1), ER-114(1), ERFO-104(2), ERFO-108(2)

Recommended for Approval:

Division Engineer

For Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6993

Project designation * Federal State—Federal

Date awarded May 20, 1965

Work started June 1, 1965

Per cent completed 100% 28 - August 25, 1965

Specified completion date August 15, 1965

Previously extended to No Previous Extension

Extension requested to 28 August 30, 1965

Form E-320 -3M-10-53

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date August 23, 1965

Gentlemen:

We, the undersigned, respectfully request an extension of 15 days time, from August 15, 1965, to August 30, 1965, within which to complete our Contract No. 6593, described as follows:

Josephine & Jackson Countys, 8 Highways, District 3-C Flood repair, Grading and surfacing.

The above request is based upon the following reasons:

Due to the fact that the Oregon State Highway Bridge maintenance crew could not get thier work done on the bridge up near Williams, We were asked to wait approximatily 3 weeks.

Respectfully submitted,

Hughes & Dodd Co.
P.O. Box 246, Medford, Oregon
Contractor

By Homer M. Dodd
Asst

CONSENT OF SURETY

Date August 23, 1965

We, OREGON AUTOMOBILE INSURANCE COMPANY

, as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

By Victor S. Digley
Victor S. Digley
Attorney-in-fact

Countersigned: Victor S. Digley Co.
By Victor S. Digley
Resident Agent

(SEAL)

State Printing 70797

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
RECEIVED
DEC 17 1965 27

PROJECT REPORT NO.
FOR FILING
EP-103(1)2

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

12-8-65

STATE: Oregon

COUNTY: Jackson

PROJECT NO.: ER-113(1)

6583

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Ashland-Jenny Creek Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-22-64	23.4
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 26,847.00	$ 17,033.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Kahoe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 8 1965

Oregon State Highway Department

Federal-Aid
Project No. ER-113(1)

ASHLAND-JENNY CREEK SECTION OF THE

GREEN SPRINGS HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices, estimated costs of temporary & permanent repair by State Forces & negotiated equipment rental.)

Salem, Oregon, November 22, 1965

Type Code Y006
Riprap (M.P. 2.90 to M.P. 8.95) (Contract 6593)

Tractor, with Dozer and Ripper	4 hr.	$ 80.00	$ 320.00
Loose Riprap	1,230 cu.yds.	4.25	5,227.50
Furnishing and Stockpiling Loose Riprap	110 cu. yds.	3.85	423.50
			$ 5,971.00
Flagging (57½% of Contractors Cost)	All Required		$ 40.00
Seeding and Fertilizing	All Required		280.00
			$ 320.00
		Subtotal	6,291.00
		Engr. & Cont.	629.00
		Total	$ 6,920.00

Type Code Y006
Flood Repair Temporary and Permanent (M.P. 0.00 - M.P. 23.4)
Temporary

Negotiated Equipment, Labor and Materials	All Required	$ 4,899.11
State Force Equipment, Labor and Materials	All Required	8,207.54
		$ 13,106.65

Permanent

Approved State Force Orders	All Required	$ 5,010.00
		18,116.65
	Engr. & Contr.	1,810.35
	Total	$ 19,927.00

Length of Roadway - - - - - - 23.4 Miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Riprap (Contract #6593)	$ 6,920.00	$ 4,390.00	$ 2,530.00
Temporary & Permanent Repair	19,927.00	12,643.00	7,284.00
	$ 26,847.00	$ 17,033.00	$ 9,814.00

State Funds for Construction: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maintenance: Chap. 529, Laws 1939.

Prefixes

15-1025
15-4417
15-4517
15-4717

No Phase I report was submitted to cover the temporary work. We used the amount on the cost books which is the most accurate information we have at this time. The quantities on the plans were picked off of pay vouchers.

Oregon State Highway Department

Federal-Aid
Project No. EK-113(1)

ASH AND-JENNY CREEK SECTION OF THE

GREEN SPRINGS HIGHWAY IN JACKSON COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 27, 1965

Type Code Y00b
Riprap (MP 2.90 to MP 8.95)

Tractor, with Dozer and Ripper	4 hour	$20.00	$ 80.00
Loose Riprap	1,230 cu.yds.	5.00	6,150.00
Furnishing and Stockpiling Loose Riprap	110 cu.yds.	4.25	467.50
			$6,697.50
Flagging (57% of Contractor's Cost)	All Req.		$ 40.00
Seeding and Fertilizing	All Req.		280.00
			$ 320.00
	Subtotal		$7,017.50
	10% Engr. & Cont.		701.50
	Total		$7,719.00

Federal Funds	$ 385.00
State Funds	7,334.00*
	$7,719.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$8,981.00	$450.00	$8,531.00*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

Oregon State Highway Department

Federal-Aid
Project No. ER-113(1)

ASHLAND-JENNY CREEK SECTION OF THE

GREEN SPRINGS HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 21, 1965

Type Code Y006
Riprap (MP 2.90 to MP 3.95)

Loose Riprap	1,230 cu.yd.	$5.00	$6,150.00
Furnish Loose Riprap	110 cu.yd.	4.25	467.50
			$6,617.50
Flagging (57½% of Contractor's Cost)	All Required		$ 40.00
Seeding and Fertilizing	All Required		280.00
			$ 320.00
	Subtotal		$6,937.50
	10% Engr. & Cont.		693.50
	Total		$7,631.00
Federal Funds -			$ 381.00
State Funds -			7,250.00*
			$7,631.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary and Permanent Work not Covered by This Contract	$9,069.00	$454.00	$8,615.00*

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

RECEIVED
DEC 3 - 1965

Form No. 1 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-103(1)

TO 65:13 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

ILLAHOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 29, 1965

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

check 103(1)

SUBJECT: Oregon Project ER-113(1)
Ashland-Jenny Creek Section
Green Springs Highway
Emergency Repairs

REFERRED TO
Young w/encls.
By Asst. State Hwy. Engr. 12-2-65

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's November 22, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs and associated restoration work on 23.4 miles of roadway and/or bridges at a total estimated negotiated contract amount of $5,389.02 and State force account work amount of $9,028.29. Estimated emergency fund participation is to be at the regular pro-rata share, or $9,147.78.

Findings regarding subsequent permanent repairs on the project by State Forces was previously transmitted on April 21, 1965 and September 8, 1965. We concurred in the contract award for the District 3-C Flood Repair Contract (Unit "K") on May 29, 1965.

Attachment

CC:
Region (4) w/2 copies agreement estimate & plans
PR-37 distributed separately

RECEIVED
NOV 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Oregon State Highway Department

Federal-Aid
Project No. ER-113(1)

ASHLAND-JENNY CREEK SECTION OF THE

GREEN SPRINGS HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices, estimated costs of temporary & permanent repair by State Forces & negotiated equipment rental.)

Salem, Oregon, November 22, 1965

Type Code Y006
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Loose Riprap	1,230	cu.yds.	4.25	5,227.50
Furnishing and Stockpiling Loose Riprap	110	cu. yds.	3.85	423.50
				$ 5,971.00
Flagging (5 7½% of Contractors Cost)	All Required			$ 40.00
Seeding and Fertilizing	All Required			280.00
				$ 320.00
			Subtotal	6,291.00
			Engr. & Cont.	629.00
			Total	$ 6,920.00

Type Code Y006
Flood Repair Temporary and Permanent (M.P. 0.00 - M.P. 23.4)
Temporary

Negotiated Equipment, Labor and Materials	All Required	$ 4,899.11
State Force Equipment, Labor and Materials	All Required	8,207.54
		$ 13,106.65

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6576 folder #5 Ends with: Contract# 6593

FLASH CARDS: Begins every Contract

Remarks: #6576 folder #5 continues from reel 122
#6593 continues on reel 124

Reel No. 123 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 30th day of April, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm